

O. B. BEER

PRODUCE OF MANILA



UNEQUALLED IN QUALITY

THE PREMIER BEER
NOW ON THE MARKET.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

WINE MERCHANTS

No. 8, QUEEN'S ROAD CENTRAL

Tel. Central No 135.

HONGKONG.

[183]

DAIRY FARM NEWS,

AND THE BEST YOU'VE HEARD FOR
A LONG TIME.We have Just Received
A Shipment of

CANADIAN FISH,

including
RED SPRING SALMON,
CHICKEN HALIBUT,
SILVERSIDE SALMON.

Order Early and Insure a Real Treat.

Prevention is

better than Cure!

Just now Sickness is rife.
Influenza, Cold and Fever
Germs are Particularly
Virulent.

The Best Germicide is

LOTOL

Spray it Freely

LIGHTING

We shall be pleased to submit
designs for any Special Work.

ARCHITECTS' DESIGNS CARRIED OUT IN DETAIL.

FITTINGS FOR EVERY
PURPOSE IN STOCK.

ELECTRICAL DEPT.

The Hongkong Hotel Co., Ltd.



PRESCRIPTIONS

When the Doctor prescribes he
expects the Druggist to fill the
prescription with Pure Drugs. The
quality of our Drugs, Medicines
and Toilet Goods is not surpassed.
Have the Doctor's Prescription
filled here and the result will be
satisfactory.

THE PHARMACY.

Tel. Reg. 5010, 5011, 5012, 5013, 5014, 5015, 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5036, 5037, 5038, 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5046, 5047, 5048, 5049, 5050, 5051, 5052, 5053, 5054, 5055, 5056, 5057, 5058, 5059, 5060, 5061, 5062, 5063, 5064, 5065, 5066, 5067, 5068, 5069, 5070, 5071, 5072, 5073, 5074, 5075, 5076, 5077, 5078, 5079, 5080, 5081, 5082, 5083, 5084, 5085, 5086, 5087, 5088, 5089, 5090, 5091, 5092, 5093, 5094, 5095, 5096, 5097, 5098, 5099, 5100, 5101, 5102, 5103, 5104, 5105, 5106, 5107, 5108, 5109, 5110, 5111, 5112, 5113, 5114, 5115, 5116, 5117, 5118, 5119, 5120, 5121, 5122, 5123, 5124, 5125, 5126, 5127, 5128, 5129, 5130, 5131, 5132, 5133, 5134, 5135, 5136, 5137, 5138, 5139, 5140, 5141, 5142, 5143, 5144, 5145, 5146, 5147, 5148, 5149, 5150, 5151, 5152, 5153, 5154, 5155, 5156, 5157, 5158, 5159, 5160, 5161, 5162, 5163, 5164, 5165, 5166, 5167, 5168, 5169, 5170, 5171, 5172, 5173, 5174, 5175, 5176, 5177, 5178, 5179, 5180, 5181, 5182, 5183, 5184, 5185, 5186, 5187, 5188, 5189, 5190, 5191, 5192, 5193, 5194, 5195, 5196, 5197, 5198, 5199, 5200, 5201, 5202, 5203, 5204, 5205, 5206, 5207, 5208, 5209, 5210, 5211, 5212, 5213, 5214, 5215, 5216, 5217, 5218, 5219, 5220, 5221, 5222, 5223, 5224, 5225, 5226, 5227, 5228, 5229, 5230, 5231, 5232, 5233, 5234, 5235, 5236, 5237, 5238, 5239, 5240, 5241, 5242, 5243, 5244, 5245, 5246, 5247, 5248, 5249, 5250, 5251, 5252, 5253, 5254, 5255, 5256, 5257, 5258, 5259, 5260, 5261, 5262, 5263, 5264, 5265, 5266, 5267, 5268, 5269, 5270, 5271, 5272, 5273, 5274, 5275, 5276, 5277, 5278, 5279, 5280, 5281, 5282, 5283, 5284, 5285, 5286, 5287, 5288, 5289, 5290, 5291, 5292, 5293, 5294, 5295, 5296, 5297, 5298, 5299, 5300, 5301, 5302, 5303, 5304, 5305, 5306, 5307, 5308, 5309, 5310, 5311, 5312, 5313, 5314, 5315, 5316, 5317, 5318, 5319, 5320, 5321, 5322, 5323, 5324, 5325, 5326, 5327, 5328, 5329, 5330, 5331, 5332, 5333, 5334, 5335, 5336, 5337, 5338, 5339, 5340, 5341, 5342, 5343, 5344, 5345, 5346, 5347, 5348, 5349, 5350, 5351, 5352, 5353, 5354, 5355, 5356, 5357, 5358, 5359, 5360, 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5368, 5369, 5370, 5371, 5372, 5373, 5374, 5375, 5376, 5377, 5378, 5379, 5380, 5381, 5382, 5383, 5384, 5385, 5386, 5387, 5388, 5389, 5390, 5391, 5392, 5393, 5394, 5395, 5396, 5397, 5398, 5399, 5400, 5401, 5402, 5403, 5404, 5405, 5406, 5407, 5408, 5409, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5418, 5419, 5420, 5421, 5422, 5423, 5424, 5425, 5426, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5437, 5438, 5439, 5440, 5441, 5442, 5443, 5444, 5445, 5446, 5447, 5448, 5449, 5450, 5451, 5452, 5453, 5454, 5455, 5456, 5457, 5458, 5459, 5460, 5461, 5462, 5463, 5464, 5465, 5466, 5467, 5468, 5469, 5470, 5471, 5472, 5473, 5474, 5475, 5476, 5477, 5478, 5479, 5480, 5481, 5482, 5483, 5484, 5485, 5486, 5487, 5488, 5489, 5490, 5491, 5492, 5493, 5494, 5495, 5496, 5497, 5498, 5499, 5500, 5501, 5502, 5503, 5504, 5505, 5506, 5507, 5508, 5509, 5510, 5511, 5512, 5513, 5514, 5515, 5516, 5517, 5518, 5519, 5520, 5521, 5522, 5523, 5524, 5525, 5526, 5527, 5528, 5529, 5530, 5531, 5532, 5533, 5534, 5535, 5536, 5537, 5538, 5539, 5540, 5541, 5542, 5543, 5544, 5545, 5546, 5547, 5548, 5549, 5550, 5551, 5552, 5553, 5554, 5555, 5556, 5557, 5558, 5559, 5560, 5561, 5562, 5563, 5564, 5565, 5566, 5567, 5568, 5569, 5570, 5571, 5572, 5573, 5574, 5575, 5576, 5577, 5578, 5579, 5580, 5581, 5582, 5583, 5584, 5585, 5586, 5587, 5588, 5589, 5590, 5591, 5592, 5593, 5594, 5595, 5596, 5597, 5598, 5599, 5600, 5601, 5602, 5603, 5604, 5605, 5606, 5607, 5608, 5609, 5610, 5611, 5612, 5613, 5614, 5615, 5616, 5617, 5618, 5619, 5620, 5621, 5622, 5623, 5624, 5625, 5626, 5627, 5628, 5629, 5630, 5631, 5632, 5633, 5634, 5635, 5636, 5637, 5638, 5639, 5640, 5641, 5642, 5643, 5644, 5645, 5646, 5647, 5648, 5649, 5650, 5651, 5652, 5653, 5654, 5655, 5656, 5657, 5658, 5659, 5660, 5661, 5662, 5663, 5664, 5665, 5666, 5667, 5668, 5669, 5670, 5671, 5672, 5673, 5674, 5675, 5676, 5677, 5678, 5679, 5680, 5681, 5682, 5683, 5684, 5685, 5686, 5687, 5688, 5689, 5690, 5691, 5692, 5693, 5694, 5695, 5696, 5697, 5698, 5699, 5700, 5701, 5702, 5703, 5704, 5705, 5706, 5707, 5708, 5709, 5710, 5711, 5712, 5713, 5714, 5715, 5716, 5717, 5718, 5719, 5720, 5721, 5722, 5723, 5724, 5725, 5726, 5727, 5728, 5729, 5730, 5731, 5732, 5733, 5734, 5735, 5736, 5737, 5738, 5739, 5740, 5741, 5742, 5743, 5744, 5745, 5746, 5747, 5748, 5749, 5750, 5751, 5752, 5753, 5754, 5755, 5756, 5757, 5758, 5759, 5760, 5761, 5762, 5763, 5764, 5765, 5766, 5767, 5768, 5769, 5770, 5771, 5772, 5773, 5774, 5775, 5776, 5777, 5778, 5779, 5780, 5781, 5782, 5783, 5784, 5785, 5786, 5787, 5788, 5789, 5790, 5791, 5792, 5793, 5794, 5795, 5796, 5797, 5798, 5799, 5800, 5801, 5802, 5803, 5804, 5805, 5806, 5807, 5808, 5809, 5810, 5811, 5812, 5813, 5814, 5815, 5816, 5817, 5818, 5819, 5820, 5821, 5822, 5823, 5824, 5825, 5826, 5827, 5828, 5829, 5830, 5831, 5832, 5833, 5834, 5835, 5836, 5837, 5838, 5839, 5840, 5841, 5842, 5843, 5844, 5845, 5846, 5847, 5848, 5849, 5850, 5851, 5852, 5853, 5854, 5855, 5856, 5857, 5858, 5859, 5860, 5861, 5862, 5863, 5864, 5865, 5866, 5867, 5868, 5869, 5870, 5871, 5872, 5873, 5874, 5875, 5876, 5877, 5878, 5879, 5880, 5881, 5882, 5883, 5884, 5885, 5886, 5887, 5888, 5889, 5890, 5891, 5892, 5893, 5894, 5895, 5896, 5897, 5898, 5899, 5900, 5901, 5902, 5903, 5904, 5905, 5906, 5907, 5908, 5909, 5910, 5911, 5912, 5913, 5914, 5915, 5916, 5917, 5918, 5919, 5920, 5921, 5922, 5923, 5924, 5925, 5926, 5927, 5928, 5929, 5930, 5931, 5932, 5933, 5934, 5935, 5936, 5937, 5938, 5939, 5940, 5941, 5942, 5943, 5944, 5945, 5946, 5947, 5948, 5949, 5950, 5951, 5952, 5953, 5954, 5955, 5956, 5957, 5958, 5959, 5960, 5961, 5962, 5963, 5964, 5965, 5966, 5967, 5968, 5969, 5970, 5971, 5972, 5973, 5974, 5975, 5976, 5977, 5978, 5979, 5980, 5981, 5982, 5983, 5984, 5985, 5986, 5987, 5988, 5989, 5990, 5991, 5992, 5993, 5994, 5995, 5996, 5997, 5998, 5999, 6000, 6001, 6002, 6003, 6004, 6005, 6006, 6007, 6008, 6009, 6010, 6011, 6012, 6013, 6014, 6015, 6016, 6017, 6018, 6019, 6020, 6021, 6022, 6023, 6024, 6025, 6026, 6027, 6028, 6029, 6030, 6031, 6032, 6033, 6034, 6035, 6036, 6037, 6038, 6039, 6040, 6041, 6042, 6043, 6044, 6045, 6046, 6047, 6048, 6049, 6050, 6051, 6052, 6053, 6054, 6055, 6056, 6057, 6058, 6059, 6060, 6061, 6062, 6063, 6064, 6065, 6066, 6067, 6068, 6069, 6070, 6071, 6072, 6073, 6074, 6075, 6076, 6077, 6078, 6079, 6080, 6081, 6082, 6083, 6084, 6085, 6086, 6087, 6088, 6089, 6090, 6091, 6092, 6093, 6094, 6095, 6096, 6097, 6098, 6099, 6100, 6101, 6102, 6103, 6104, 6105, 6106, 6107, 6108, 6109, 6110, 6111, 6112, 6113, 6114, 6115, 6116, 6117, 6118, 6119, 6120, 6121, 6122, 6123, 6124, 6125, 6126, 6127, 6128, 6129, 6130, 6131, 6132, 6133, 6134, 6135, 6136, 6137, 6138, 6139, 6140, 6141, 6142, 6143, 6144, 6145, 6146, 6147, 6148, 6149, 6150, 6151, 6152, 6153, 6154, 6155, 6156, 6157, 6158, 6159, 6160, 6161, 6162, 6163, 6164, 6165, 6166, 6167, 6168, 6169, 6170, 6171, 6172, 6173, 6174, 6175, 6176, 6177, 6178, 6179, 6180, 6181, 6182, 6183, 6184, 6185, 6186, 6187, 6188, 6189, 6190, 6191, 6192, 6193, 6194, 6195, 6196, 6197, 6198, 6199, 6200, 6201, 6202, 6203, 6204, 6205, 6206, 6207, 6208, 6209, 6210, 6211, 6212, 6213, 6214, 6215, 6216, 6217, 6218, 6219, 6220, 6221, 6222, 6223, 6224, 6225, 6226, 6227, 6228, 6229, 6230, 6231, 6232, 6233, 6234, 6235, 6236, 6237, 6238, 6239, 6240, 6241, 6242, 6243, 6244, 6245, 6246, 6247, 6248, 6249, 6250, 6251, 6252, 6253, 6254, 6255, 6256, 6257, 6258, 6259, 6260, 6261, 6262, 6263, 6264, 6265, 6266, 6267, 6268, 6269, 6270, 6271, 6272, 6273, 6274, 6275, 6276, 6277, 6278, 6279, 6280, 6281, 6282, 6283, 6284, 6285, 6286, 6287, 6288, 6289, 6290, 6291, 6292, 6293, 6294, 6295, 6296, 6297, 6298, 6299, 6300, 6301, 6302, 6303, 6304, 6305, 6306, 6307, 6308, 6309, 6310, 6311, 6312, 6313, 6314, 6315, 6316, 6317, 6318, 6319, 6320, 6321, 6322, 6323, 6324, 6325, 6326, 6327, 6328, 6329, 6330, 6331, 6332, 6333, 6334, 6335, 6336, 6337, 6338, 6339, 6340, 6341, 6342, 6343, 6344, 6345, 6346, 6347, 6348, 6349, 6350, 6351, 6352, 6353, 6354, 6355, 6356, 6357, 6358, 6359, 6360, 6361, 6362, 6363, 6364, 6365, 6366, 6367, 6368, 6369, 6370, 6371, 6372, 6373, 6374, 6375, 6376, 6377, 6378, 6379, 6380, 6381, 6382, 6383, 6384, 6385, 6386, 6387, 6388, 6389, 6390, 6391, 6392, 6393, 6394, 6395, 6396, 6397, 6398, 6399, 6400, 6401, 6402, 6403, 6404, 6405, 6406, 6407, 6408, 6409, 6410, 6411, 6412, 6413, 6414, 6415, 6416, 6417, 6418, 6419, 6420, 6421, 6422, 6423, 6424, 6425, 6426, 6427, 6428, 6429, 6430, 6431, 6432, 6433, 6434, 6435, 6436, 6437, 6438, 6439, 6440, 6441, 6442, 6443, 6444, 6445, 6446, 6447, 6448, 6449, 6450, 6451, 6452, 6453, 6454, 6455, 6456, 6457, 6458, 6459, 6460, 6461, 6462, 6463, 6464, 6465, 6466, 6467, 6468, 6469, 6470, 6471, 6472, 6473, 6474, 6475, 6476, 6477, 6478, 6479, 6480, 6481, 6482, 6483, 6484, 6485, 6486, 6487, 6488, 6489, 6490, 6491, 6492, 6493, 6494, 6495, 6496, 6497, 6498, 6499, 6500, 6501, 6502, 6503, 6504, 6505, 6506, 6507, 6508, 6509, 6510, 6511, 6512, 6513, 6514, 6515, 6516, 6517, 6518, 6519, 6520, 6521, 6522, 6523, 6524, 6525, 6526, 6527, 6528, 6529, 6530, 6531, 6532, 6533, 6534, 6535, 6536, 6537, 6538, 6539, 6540, 6541, 6542, 6543, 6544, 6545, 6546, 6547, 6548, 6549, 6550, 6551, 6552, 6553, 6554, 6555, 6556, 6557, 6558, 6559, 6560, 6561, 6562, 6563, 6564, 6565, 6566, 6567, 6568, 6569, 6570, 6571, 6572, 6573, 6574, 6575, 6576, 6577, 6578, 6579, 6580, 6581, 6582, 6583, 6584, 6585, 6586, 6587, 6588, 6589, 6590, 6591, 6592, 6593, 6594, 6595, 6596, 6597, 6598, 6599, 6600, 6601, 6602, 6603, 6604, 6605, 6606, 6607, 6608, 6609, 6610, 6611, 6612, 6613, 6614, 6615, 6616, 6617, 6618, 6619, 6620, 6621, 6622, 6623, 6624, 6625, 6626, 6627, 6628, 6629, 6630, 6631, 6632, 6633, 6634, 6635, 6636, 6637, 6638, 6639, 6640, 6641, 6642, 6643, 6644, 6645, 6646, 6647, 6648, 6649, 6650, 6651, 6652, 6653, 6654, 6655, 6656, 6657, 6658, 6659, 6660, 6661, 6662, 6663, 6664, 6665, 6666, 6667, 6668, 6669, 6670, 6671, 6672, 6673, 6674, 6675, 6676, 6677, 6678, 6679, 6680, 6681, 6682, 6683, 6684, 6685, 6686, 6687, 6688, 6689, 6690, 6691, 6692, 6693, 6694, 6695, 6696, 6697, 6698, 6699, 6700, 6701, 6702, 6703, 6704, 6705, 6706, 6707, 6708, 6709, 6710, 6711, 6712, 6713, 6714, 6715, 6716, 6717, 6718, 6719, 6720, 6721, 6722, 6723, 6724, 6725, 6726, 6727, 6728, 6729, 6730, 6731, 6732, 6733, 6734, 6735, 6736, 6737, 6738, 6739, 6740, 6741, 6742, 6743, 6744, 6745, 6746, 6747, 6748, 6749, 6750, 6751, 6752, 6753, 6754, 6755, 6756, 6757, 6758, 6759, 6760, 6761, 6762, 6763, 6764, 6765, 6766, 6767, 6768, 6769, 6770, 6771, 6772, 6773, 6774, 6775, 6776, 6777, 6778, 6779, 6780, 6781, 6782, 6783, 6784, 6785, 6786, 6787, 6788, 6789, 6790, 6791, 6792, 6793, 6794, 6795, 6796, 6797, 6798, 6799, 6800, 6801, 6802, 6803, 6804, 6805, 6806, 6807, 6808, 6809, 6810, 6811, 6812, 6813, 6814, 6815, 6816, 6817, 6818, 6819, 6820, 6821, 6822, 6823, 6824, 6825, 6826, 6827, 6828

Foamite Firefoam

THE MOST EFFECTIVE FIRE
EXTINGUISHER.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

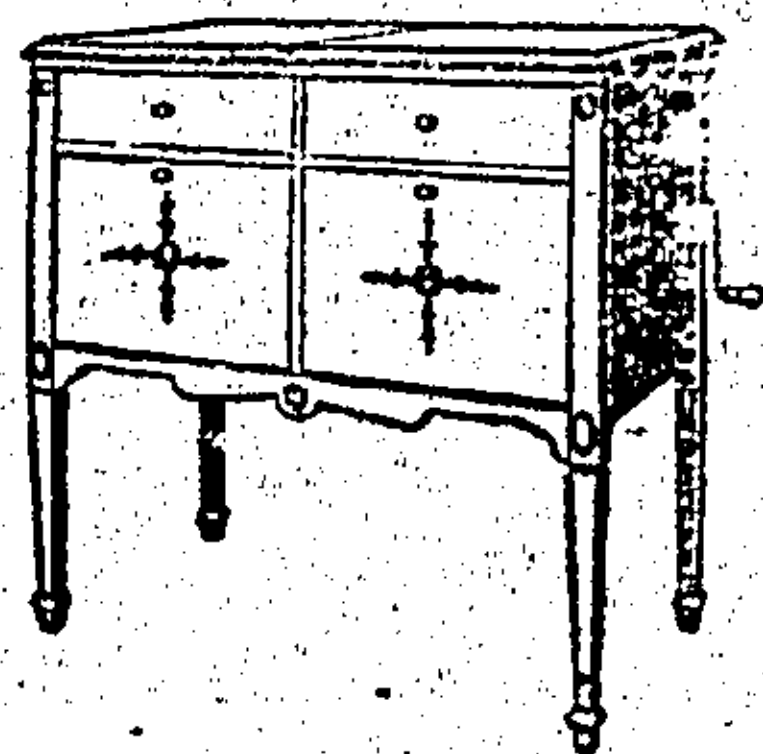
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Tel. Central 236.

2, Queen's Buildings.

BLUE BIRD CO.
Open for Business
TO-DAY
IN NEW PREMISES
Corner of Queen's Rd.
and Pedder St.

THE "STRAND" PHONOGRAPH.



Built by America's Foremost Mechanicians, the "STRAND" is the latest creation in the Phonograph Line. The following are but a few of its Outstanding Features:

- 1.—It is built of the Best Materials to withstand the climatic conditions of Tropical Countries.
- 2.—It is Artistically Designed and Beautifully Finished.
- 3.—Its Tone is Round and Full—surprisingly Life-like.
- 4.—It plays all kinds of Disc Records, including Pathe and Edison, without Change of Attachment.

Call for Demonstration at the

OKEH STUDIO.

8, DES VOUX ROAD CENTRAL (CORNER OF ICE HOUSE STREET).
TEL. NO.—CENTRAL 4453.

NOTICE.

**MESSRS. FINDLATER, MACKIE,
TODD & CO., LTD.**

WINE & SPIRIT MERCHANTS,

LONDON.

The Agency for this Old Established, and Well Known Firm has been transferred from CARTERS, to JAMES H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

AHEAD OF THE MAIL.

[SUPPLEMENTARY: WIRE FROM INDIAN
PAPER.]

SUPER-POWER STATION AT BARKING.

LONDON, September 20th.

It is announced that a building contract for the erection of a new super-power station at Barking, near London, which will cost several million pounds to complete, has been awarded. The new station, which is one of the capital stations comprised in the plan of the reorganisation of London's electricity supply, will have a capacity nearly equal to the present consumption in the London area. In order to carry the current from the station to the South London area, a special tunnel, seven feet in diameter and 60 feet deep, is to be built under the Thames.

DEFENCE OF FREE TRADE.

LONDON, September 27th.

In the course of a speech to-day at the opening of the autumn campaign of the Independent Liberal Party, Mr. Asquith attacked the proposals for the development of Imperial Preference and emphasised the necessity for defending Free Trade, which had been given a set-back both at home and abroad in the past few years. He said that a section of the wool trade was not only asking for shelter under the Safeguarding of Industries Act, but the Dominions and Colonies had put an export duty upon wool, while other countries and other great manufacturing interests were following suit. Agriculture also was making an insistent and clamorous demand. He advised the latter to tackle the middlemen. Liberals regarded Preference, which had been defined as the ideal of a self-sufficient and self-sustained Empire, as a mischievous chimera without real value. He asserted that the ring of fences was equally harmful to the protected and to the obstructed.

REPLY TO MR. ASQUITH.

LONDON, September 28th.

Mr. Neville Chamberlain speaking in Birmingham to-day said that Mr. Asquith's speech was equivalent to saying to the Dominions: "Sorry, good friends, you have come here for nothing because your ideal of common helpfulness is a mischievous chimera. We do not want a ring fence. Kindly abolish the 25 per cent. preference you give for our manufacturers, and substitute free commercial interchange between you and foreign nations." He expressed the opinion that, in a generation or two, the Dominions would be among the powerful peoples of the world, and the influence of the Empire would be unlimited if only it remained united.

UNEMPLOYED FRACAS IN POPLAR.

LONDON, September 27th.

Five hundred unemployed of the extremist type invaded the Board of Guardians offices at Poplar, locked the doors and refused to allow the Guardians to depart. The Guardians thereupon telephoned to the police, who, when they appeared, refused to force an entry without the Board's written authority. Meanwhile, a mob gathered in the street and sang the "Red Flag," while the invaders hoisted a Socialist banner on the building. At first the Guardians refused to give permission to the police to enter, but eventually decided on the suggestion of the Mayor to request the police to break in. Written authority was accordingly dropped from a window, and the police smashed their way through the windows and doors. The invaders tumbled benches and chairs downstairs but missed the policemen's heads. The rioters then rushed the police on a most violent struggle ensued. Batons were used freely and 50 unemployed injured, while 14 had their wounds dressed at the local hospital.

THE "SPANISH PRISONER" SWINDLE.

LONDON, September 27th.

By means of wireless warnings from Paris reported to the Spanish Police, the latter have arrested a gang at Barcelona working the Spanish prisoner swindle. The men arrested include two public telegraphists.

This is believed to be one of the first symptoms of the new Government's determination to infuse energy and efficiency into public departments.

COTTON TRADE CRISIS.

LONDON, September 27th.

The Manchester Guardian's Oldham correspondent states that important developments are occurring in the cotton trade with the object of averting a financial crisis. An emergency committee has been formed, including members of the provincial emergency committee, prominent members of the general committee of the Federation and heads of groups of mills. The committee considered a scheme to form a cotton control board, which it is proposed will include representatives of spinners and manufacturers, organisations and operatives, but not cotton merchants or brokers. Deputations from the committee met heads of the Board of Trade. It is stated there has been a case for Government intervention to save the trade from disaster. The factor causing spinners, who in the past strongly opposed control, to support the new body is that they were constantly being undercut in the market by threepence or fourpence to the pound.

INCIDENT ON COTTON EXCHANGE.

LONDON, October 3rd.

Tens of thousands of pounds have been lost by cotton operators on the Manchester Exchange through the breakdown of a mechanical price recorder showing the movement of prices at Liverpool. Hundreds of traders were awaiting the condition report on the American cotton crop, but the machine did not indicate any drop in Liverpool prices when the same was received. Cotton at one time was 50 points higher on Manchester than on Liverpool and 100 above New York. There was tremendous excitement and activity when the breakdown was discovered.

LORD MORLEY'S FUNERAL.

LONDON, September 27th.

Lord Morley was buried to-day, according to his own wish, without fuss. The motor hearse, on which three wreaths had been laid, left his residence in Wimpole Street followed by a single motor car. The coffin was covered with a black and gold pall which was surmounted by pink and white flowers and foliage. Mr. Asquith participated in the simple service at Golder's Green crematorium. After the chaplain had read the opening sentences of the burial service, Mr. Asquith read the lesson. The chief mourners were the deceased's nephews, Guy Morley, Surgeon Captain Morley and F. W. Morley. The King was represented by the Earl of Malmesbury and many celebrities, representatives of the Universities and Liberal Associations were also present, including Mr. Augustine Birrell, Lord Gladstone, Lord Pentland and Mr. Percy Dumbell, representing the Secretary of State for India.

IRISH INVASION OF SCOTLAND.

LONDON, September 27th.

The Irish invasion of Scotland led to the Glasgow Presbytery of the Church of Scotland yesterday unanimously adopting a motion in favour of calling on Ministers to "exhort the people to vote at the approaching Municipal elections for candidates who fully sympathised with Scottish traditions and ideals." The mover of the motion declared that as awful calamity would overtake Scotland if the controlling power in the country should in the course of time pass into the hands of those of alien sympathies and extraction.

The great immigration from rural Ireland, which had been proceeding during the last half century, was seriously affecting the whole of the social and moral tone of the working class community of Glasgow. The alien population, were drawing upon the percher and philanthropic resources of the city to a degree far out of proportion to their numbers, and contributing largely to filling the Police Courts and prisons. He suggested that the Corporation of Glasgow should set an example by not giving any alien a new job as long as there were Scotsmen competent and willing to do it.

INDIAN PURCHASE OF GOLD.

LONDON, September 28th.

Commenting on the considerable shrinkage of Indian gold buying in London during the past fortnight owing to direct shipment from Durban, the Morning Post City correspondent says in ordinary circumstances the bulk of Indian purchases will continue to come to London on account of the uncertainties of direct transport which prevail elsewhere.

STATUE OF EARL HAIG UNVEILED.

LONDON, September 28th.

An equestrian statue of Earl Haig, given as a gift to Edinburgh by Sir Dhunjibhoy Bomanji, a Bombay Parsi gentleman, was unveiled on the Castle Esplanade to-day. Lady Haig was present. Lady Bomanji, in handing over the statue, said India yielded to no one in her admiration for Earl Haig. The Lord Provost performed the unveiling ceremony, and accepted the custody of the statue in the name of the City.

THE TOLL OF THE SEA.

LONDON, September 30th.

An extraordinary series of collisions occurred in a heavy fog in the Channel. Two small vessels were sunk, and three men are missing, while a number of ships were badly damaged, but succeeded in reaching port. The outward-bound Cunard *Scythia* was obliged to return to Liverpool with her passengers as a result of a collision with the homeward-bound White Star steamer *Udine* in a dense fog off the south coast of Ireland.

NEEDS OF CAMBRIDGE UNIVERSITY.

LONDON, October 1st.

At the opening of the academic year at Cambridge, the Vice-Chancellor, the Rev. E. C. Pearce, addressing the Senate, announced that from the present year the Government would make an additional annual grant of £20,000 to meet University needs, including superannuation stipends, library maintenance and women's colleges. The latter would further be granted £4,000 annually for the next ten years.

"JUST AS SOFT AND FLEECY AS WHEN 'T WAS NEW!"

YOUR FAVOURITE AUTUMN
SHAWL, JUMPER, COSTUMES,
EVENING GOWNS AND WRAPS
CAN BE RESTORED TO THEIR
ORIGINAL SMARTNESS

BY GIVING OUR

GENUINE DRY-CLEANING
SERVICE A TRIAL



THE STEAM LAUNDRY CO.

HEAD OFFICE and WORKS: YAUMATEI, Tel. K 32.
HONGKONG DEPOT: 16, Stanley Street, Tel. C 1279.
63, Praya East.

KOWLOON DEPOT: 19, Canton Road.
CANTON: 19, Shark Central, East.

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.

TEL. 2127.

34A, WANCHAI ROAD.

SOME DISTANCES IN THE SOUTH CHINA SEA AND PHILIPPINE ISLANDS

By CAPT. G. H. PENNEFATHER

On Sale at—

BREWER & Co., Pedder Street.

YE OLDE PRINTERIE, Ltd., Queen's Road.

SOMETHING YOU NEED.

DRAWN WORK and EMBROIDERIES
of EVERY DESCRIPTION

Shawls, Hand-made Laces, Drawn and Embroidered
Handkerchiefs, Beaded Articles and Necklaces.
Suitable for Xmas Presents to send Home.

CHINA SILK & EMBROIDERY CO., LTD.

Wholesale and Retail Merchants,

37, QUEEN'S ROAD CENTRAL (NEXT MADAM FLINT'S).

The most wonderful Car Value ever offered

£250 ex Works

Overhead Valves; Magneto Ignition; Thermosiphon cooling; three speeds forward and one reverse-gate change; Disc type wheels, 710 x 90; Dunlop Clipper Cord Tyres, 710 x 90; Ground clearance 8 1/2".

AGENT—
ALEX. ROSS & CO. (CHINA), LTD.

The All-British
Standard
LIGHT CAR

STANDARD MOTOR CO. LTD.
ENGLAND

S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammonia, Anhydrous sulphurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylene and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Voux Road Central, 2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

THORNYCROFT

AND CO. LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basinstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES
8 TO 90 B.H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS

For QUOTATION, APPLY—
ROBERT DOLLAR BUILDING,
SHANGHAI.

EXCEPTIONAL VALUE IN MEN'S PYJAMAS

Medium weight Ceylon Flannel in smart
patterns. Cut very full and roomy to ensure
perfect comfort in wear. Wash splendidly.

Per suit \$8.00. 3 suits for \$22.50.

Other qualities \$9.50. \$11.50 per suit.

A PLACING ASSORTMENT OF BATH ROBES.

Mackintosh
& CO., LTD.,

Men's Wear Specialists.

Alexandra Building. Des Vaux Road.

WHITE PINE COUGH SYRUP

WILL
STOP YOUR COUGH

It contains Soothing Balsams and Astringent Principles

GOOD FOR YOUNG AND OLD.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of

WARDROBE and CABIN TRUNKS

SUIT CASES and TRAVELLING BAGS

All at Reasonable Prices.

Latest Styles

WATER PROOF FOR RAINCOATS

Gents, Ladies and Children

YEE SANG FAT CO.

WING ON'S SALE ON.

Reductions
for 20 DAYS only

From

18th October to 6th November.

LESSONS OF THE JAPAN EARTHQUAKE DISASTER.

VIEWS OF THE HEAD OF SHANGHAI FIRE BRIGADE.

[FROM "THE JAPAN CHRONICLE"]

One of the thoughts confronting those whose task it is to rebuild Tokyo is, "How shall we rebuild it so as to prevent or at least minimize the chances of another such disaster?" There are comparatively few people who have any expert knowledge on such a subject as this, so it was more than usually interesting to have a talk with Mr. M. W. Pett, the head of the Shanghai Fire Brigade, who came over to make an examination of the devastated area, and who sailed by the *President Jackson* on his way back to Shanghai. On the whole, Mr. Pett said, the experiences of Tokyo had only proved on a gigantic scale, various previously accepted theories; but it seemed that this terrible lesson had been needed before people would take the necessary precautions. Fire prevention, he continued, is the chief thing, which should be looked to all the time. Its extinction is the emergency measure which comes occasionally in spite of precautions. As Chief of the Shanghai Fire Brigade and a member of the British and American Fire Prevention Societies, Mr. Pett said that he devoted a good deal more time to the prevention of fire than to the mere putting of it out when it had started up. Concerning Tokyo, he had seldom seen a great city where more has been done to encourage fire and less to extinguish it. The great buildings, instead of standing clear, had wooden shacks of the most inflammable possible kind clustering right up to them. This was the condition all along the Ginza and Nishin-bashi, and it made for fire as nothing else could.

LACK OF PRECAUTION IN TOKYO.

"But do you think that, with the fire breaking out in scores of places at once, and the water-mains broken up, anything could have been done to save the city?" "Yes, I am perfectly sure a good part of the destroyed area could have been saved. In the first place, there were no such conditions as made the case of Yokohama so terrible. There was no wind. Several who I have asked testified to this. The Manager of the Imperial Hotel was very positive about it, and he had a fire very close to him, of terrific heat, but ascending straight up into the air. It seems extraordinary that this should be the case when a typhoon was blowing at Yokohama, so near by, but the condition of some half-burnt posts that I saw bears it out. They were burnt quite evenly instead of the tops being cut down by the flames as they would have been in a wind.

"Of course, it was bad luck the water-mains breaking, but the risks of water being cut off would be minimized if there were a special service of pipes for fire. But a much more serious lack was the utter absence of any apparatus for using the abundant water in moats, canals, rivers, and the sea. There was not a single floating fire engine, and no equipment for pumping the water from the waterways. The most devastated region has an arm of the sea running through it, and was burnt to the water's edge."

But even if there had been the boats, Mr. Pett was asked, would not the multitude of outbreaks prevent anything being done?

Well, when we make comparisons, it is obvious, of course, that the Tokyo fire brigade was badly undermanned. It appears to have consisted of no more than eight hundred men, while that of New York has a personnel numbering five thousand. Tokyo seems to be full of policemen and empty of firemen.

INCENDIARY BUILDINGS.
Mr. Pett did not seem much impressed by the explanation that, among a people who are spiritual rather than material, incendiary thoughts are considered more dangerous than incendiary buildings. This diverted the discussion from the fire for a moment. Mr. Pett said that every Japanese he had met expressed upon him the conviction that the fires were not started by cooking-stoves at all, but by incendiaries who took advantage of the opportunity. He agreed that it would be an extraordinary thing if people, however malicious, should do their dirty work at such a time, when, like the rest of the people, they would be scared out of their lives. But what he found much more extraordinary was that Tokyo should be plastered with police placards on this subject, while its very mention, except in the most guarded terms, in Kobe and Osaka, was sternly prohibited. Equally extraordinary did he find it that the sale of photographs of heaps of corpses should be prohibited in Tokyo, while in Osaka they seemed to be the most popular product of the day.

Getting back to the subject of the fire, the Shanghai Chief said that even in the big buildings in Tokyo there was a considerable lack of necessary precautions. It seemed all right to have hydrants and motor-pumps, but when the first shock severed the electric wires the whole contrivance was useless. The electric current had failed sooner than the water. A plant that would develop its own power was needed.

STEEL-FRAME BUILDINGS BEST.

But the fire is an accomplished fact, and, while lessons are useful, including the might-have-beens in regard to extinction, the more immediately practical question was that of the planning of the new city. The big steel-frame buildings, said Mr. Pett, had stood the strain best. In a quaky area it seemed to be a mistake to drive the piles down to the rock or, in default of rock, to "resistance." This ensured the splitting of the building when a serious thrust came from underground. It was better to have a good bed and plenty of comparatively short piles. Some buildings so constructed had rocked, but had returned to about an even keel. After all, a ship was bigger than almost any building, and stood worse buffeting daily, and a good steel-frame building endured by its resiliency. The deep-thrust steel pile, however, was almost like a rock to the ship.

In ferro-concrete, Mr. Pett thought, solidity might be carried too far. When a building went beyond a certain point of solidity, a heavy shock simply brought it down by its own weight. And there was the quality of the concrete to consider. He had never seen so much corruption as there was in large building contracts in Tokyo. There were some buildings where good supervision had seen to it that the concrete was all that it should be, but there were many where the concrete was very poor. One great building under construction collapsed completely, burying the architect under the ruins—his final squeeze. The concrete used in this structure crumbled in the hand, and was quite unfit for such a building.

WIDE SPACES ESSENTIAL.

As a measure of fire prevention, Mr. Pett recommended a strict system of town planning. Wide spaces to prevent the fire spreading are important, and the saving of the northern half of Tokyo was due more to the large estates preventing the spread of the fire than to anything else. It is not the least use having a wide thoroughfare like the Ginza with crooked alleyways running through immense areas each side. Every block should consist of two rows of buildings back to back, so that everybody could come out of his front door on to a road at least sixty feet wide. And every quarter of a mile there should be a small park. Such open spaces were desirable in themselves for hygienic reasons, and it would be a good idea if, in addition, every little park had a good swimming pool. Such pools would furnish a supply of water at known and readily accessible locations should there be any breaking of the water mains on any future occasion.

A CRITIC OF THE JAPANESE HOUSE.

As for the structure of the buildings, the big steel-framed blocks seemed about the safest, but Mr. Pett thought it was probably out of the question for the whole city to be so built. The Japanese could not afford such an outlay. But the smaller and more inflammable Japanese-style houses might form blocks between the blocks of steel and concrete. Then if they caught fire, with a decent road between, there would not be much danger of the fire spreading. As for the Japanese house itself, he found it about the worst structure in the world from a fire point of view, and greatly overpriced as regards its behaviour in earthquakes. The wood used was so flimsy and the tiles on top were so heavy, that the average Japanese house is on the point of collapse at all times. Places roofed with corrugated iron had behaved remarkably well, however, only collapsing when things had been piled on top. Mr. Pett was somewhat severe on the Japanese house from every point of view except the aesthetic. It was not fit to live in during the winter, and though a Japanese villa in the summer was pleasant, the flimsy and crowded places in which the poor lived had no recommendation whatever. Just as he found corrugated iron from the purely utilitarian point of view and from that of safety, superior to tiles, so too Mr. Pett remarked on the superiority of whitewash to bare wood. In the tropics, where, as in Singapore, there was a compulsory application of a coat of limewash within and of limewash or distemper without at regular intervals, two or three coats made even a wooden house so near fire-proof that it was difficult to set it on fire—very different in this respect from the paper and naked laths of which a Japanese house is constructed. Whether there was any prospect of limewash and corrugated iron superseding the traditions of Japanese domestic architecture, Mr. Pett did not discuss. He was content to point out the differences between the two styles from the point of view of the professional fire-preventer and fire-fighter.

THE SMALL LAND-OWNER PROBLEM.

In discussing the question of town-planning, the Chief of the Shanghai Fire Department acknowledged the difficulties that stood in the way created by the interests that vest in various plots of land, but this, not being within his own line of study, he did not pronounce any opinion upon as to how it should be accomplished, though he mentioned the fears that he had heard of small owners expressing lest they should find their properties turned into roadways or public parks and no proper compensation forthcoming. That, of course, is a problem by itself, and one of the most difficult where the reconstruction of a city on new lines is concerned.

YOKOHAMA'S DESTRUCTION UNAVOIDABLE.

As regards Yokohama, Mr. Pett said that this was a calamity that went beyond human power to foresee or provide against. Where everything is utterly smashed in a moment, it is impossible to do anything. As for the destruction of the Bluff houses, Mr. Pett said he could hardly imagine it possible even now after having seen the ashes. He has never in his experience known of a fire leaping across such large spaces as it was evident it had done in many cases on the Bluff, where houses which had been left standing and in which the occupants had extinguished the fires set alight by flying embers from other houses at a great distance. Down on the Settlement, of course, the case was hopeless. Hardly any kind of building could sustain such shocks as had levelled Yamashita-cho in a few seconds. Yet even here it would have been better had streets been wider, though only from the point of view of affording avenues of escape. With flames raging so fiercely that they melted steel girders, and with a gale of wind blowing, conditions existed that made fire-fighting an impossibility. There was an important subject, however, which had been emphasized by the experiences of Yokohama—that of oil storage. The proper storage of oil is an expensive matter, but it is not impossible, though naturally it is not popular among the oil companies. The terrific scenes on Yokohama harbour with the blazing oil were among the things that could have been avoided. Mr. Pett was under the impression that hundreds or thousands of lives had been lost as a direct result of this harbour fire. We had not heard previously of that, but we may digress here from the conversation with Mr. Pett to confess that none of the descriptions that we have published of the fire on the harbour have done anything like justice to this frightful blaze. The case of the *Andre Lebon* as lately described to us was one of the most remarkable stories of the whole calamity. Helpless because of the removal of essential parts of her machinery for repairs, the great liner was tied up at the end of the pier. Down each side of the pier from the shore came immense rivers of flame. It seemed as though nothing could save the *Lebon*. One of the streams, however, parted in the middle, the detached island of flame proceeding at a more rapid pace than the stream on the other side. The captain therefore had the ship hauled, by a single frail cable towards the side where the unbroken stream approached, facing its onset, while the more rapidly moving islet of fire passed out to sea, just clearing the end of the *Lebon*, which was immediately hauled the other way, so that it just cleared the advance of the unbroken stream, which passed in turn. It was about as near a thing as could be to the ship and the thousands on board being swallowed in the flames. The heat was intense, and a single can of gasoline on the deck would have destroyed the vessel. It was a wonderfully cool and daring piece of work on the captain's part. The *Empress of Australia* had just as narrow an escape.

COMPULSORY INSURANCE.

It was such a thing as this, which might happen as the result of a less severe earthquake, that Mr. Pett regarded as an avoidable accident if suitable precautions were taken in the storing of oil. The burning of Yokohama for two days, with the still undischarged damage to Japan's naval equipment was another example of the desirability, if it be possible, of insuring against the worst risk of oil fires in future.

We do not know how the recent calamity will affect future insurance. It may be that there will be some attempt to make insurance against earthquakes risks compulsory. We do not know exactly how it will affect building, though it is sure to bring an element of further compulsion into that as well. But whether in insurance, in building, or in equipment for the prevention and extinction of fires, the earthquake is sure to result in a demand for the spending of more money in future. It will all make life a little harder, but anything seems better than to run such risks again. Mr. Pett certainly returns to China with previous convictions as to the necessity of precautions hitherto partly theoretical very strongly emphasized.

THE OPIUM TRAFFIC.

PETITION PRESENTED TO THE F.M.S. GOVERNMENT.

The following is a copy of a petition, bearing about 9,000 signatures, which was presented to the Chief Secretary to Government, at Kuala Lumpur, on the 5th inst., by the following delegates:—Mr. Cheah Cheang Lim, Mr. Foo Wha Cheng and Rev. W. E. Horley, for Perak; Messrs. Loke Chow, Thye Yap, Tai Chi and Ang Yung Sufang, for Selangor; Mr. Cheah Soon Moh and Mr. Wong Yick Tong, for Negri Sembilan; and Mr. Tan Lye Huat, for Pahang. The Hon. Mr. Choo Kia Peng introduced the delegates to the Chief Secretary.

To the Hon. the Chief Secretary to Government, Kuala Lumpur, F.M.S.:
The humble petition of the anti-opium societies, merchants, miners, planters, financiers, engineers, clerks and other residents of the F.M.S. who have unanimously approved of this petition respectively sheweth:—

1. That the general consensus of opinion among employers and educated wage-earners in the F.M.S. is that abolition of trade in opium in this country could not fail to prove beneficial to both the States and to the public generally.

2. That the traffic in opium which has been denounced by every civilized nation in the world has been considered by the Council of the League of Nations with the result that the nations constituting the League have resolved to abolish it.

3. That the British Empire, the Ruler of the F.M.S. is a member of the League of Nations with greater representation upon its Council than any other nation.

4. That the opium habit is still sapping the vitality of its votaries in British Malaya.

5. That, without injury to a single individual to whom the sudden drastic stoppage of access to the drug would mean serious illness, and in many cases death, the traffic can be put an end to in the course of a single generation by prohibiting the sale of opium to and the consumption thereof by any person other than those duly licensed to purchase and consume it; such license to be limited to persons actually using the drug for their own consumption at the present time.

6. That to effect the abolition of the opium habit all that would be necessary would be for Government to ordain total prohibition excepting to those now using the drug, who, upon application, would be granted free permits renewable unconditionally from year to year (in order to keep a census of the licensees) for the remainder of their lives, such applications to be filed within a certain time after which no further applications would be considered.

7. That the anti-opium societies would be pleased to assist in the matter of the issue of permits, or entirely relieve the Government of trouble acting in conformity with the Government regulations and keeping in close touch with the Chinese Protectorates the while.

Whereof your petitioners pray that your Honour may be pleased to direct that the necessary legislative and departmental steps may be taken to give effect in this gradual total abolition of the opium traffic in the F.M.S. and your petitioners as in duty bound will ever pray.

THE TWO-SHILLING RUPEE.

The Committee of the Indian Merchants' Chamber, in a letter, have drawn the attention of the Government of India to the advisability of removing "the fictitious ratio" of two shillings sold to the rupee from the Coinage and Paper Currency Acts and of reverting to the present gold parity of the rupee. They point out that such fluctuations have a demoralising effect on Indian business buyers and therefore exert a most unfavourable influence on the export trade.

The Committee consider that most serious harm is done to India's export trade and therefore to Indian producers by retaining on the statute book a ratio which has now been conclusively proved to be entirely out of line with India's economic conditions. The two shilling rate was tantamount to a 50 per cent bounty on English manufacturers and exporters and the Committee are afraid that it was very great pressure from Home to put the two-shilling rate on the statute book that made the Government of India deaf to all appeals for postponement of any change in the ratio. The committee express the opinion that any ratio higher than 1s. 4d. is not only unsound but that in the present state of wages and prices in this country it is even unthinkable.

NEW RENDEZVOUS.

LARGE LONDON SCHEME TO COST £750,000.

A new rendezvous is to be built on the land bounded by the Haymarket, Jermyn Street and Market Street, formerly covered with shops, and the courts and passages of St. James' Market.

The scheme, the private undertaking of Sir Walter Gibbons, consists of four portions—the first a block of shops and offices, already completed and let at the office. A new street, thirty feet wide, is to be constructed between the Haymarket and Market Street, leaving an island site, upon which an imposing building is being erected. One portion of this will be a restaurant and ball-room with entrances in the new street. The ball-room will be 100 feet by 80 feet and, besides the main restaurant, there will be dining rooms, grill room, palm court and ball-room accommodation.

The second portion on the Haymarket and Jermyn Street frontages. The third portion of the building is destined for a new theatre with the auditorium entirely above street level.

The cost of the whole scheme is expected to exceed £750,000. The architect is Mr. Andrew Mather.

LADIES' HARBOUR SWIM.
WON BY MISS M. GROUNDWATER.

NEW RECORD ESTABLISHED.

The ladies' race in connection with the Harbour swims was held at half past five yesterday evening. The course was the same as that swum by the Chinese on the previous evening—from between the Railway Wharf and the Star Ferry Wharf at Kowloon to the Praya, outside of the V.R.C. at Hongkong. The race was won by Miss M. Groundwater, who covered the distance in record time for Hongkong, viz., 34mins. 18.3secs. The previous best time was made by Miss Ruby Young in 1920, this lady completing the course in 37mins. 10.1secs. This was also beaten by Miss M. Blunsdon who swam the course in 36mins. 4secs. yesterday and came in second.

Large crowds gathered at Kowloon to see the start of the race, and on the Praya, at Hongkong, to see the finish, whilst the whole of the course was lined with launches full of people interested in the race. In this connection it might be mentioned that there were certain boats—rowing boats—on the course, which were obviously setting the pace for certain of the competitors. The practice is, however, hardly a fair one, and is a matter which might warrant some attention by the officials.

The swimmers got away in a bunch at the start, but in a very short space of time Miss Ramsey forged ahead of the rest of the competitors, closely followed by Miss Smith and Miss Groundwater. Miss Mitchell was in the fourth position. When they were about 150 yards across, Miss Blunsdon managed to forge ahead, and overtook Miss Ramsey, Miss Groundwater coming into third place. These positions were maintained for another hundred yards, when Miss Groundwater drew level with Miss Blunsdon once more, and a good tussle for first place was witnessed between these two till the half way buoy was reached, when Miss Groundwater forged ahead once more. Miss Groundwater gradually drew away from Miss Blunsdon, and finally finished winner by about a hundred yards. Second place was taken by Miss Blunsdon, and third by Miss Ramsey, who had been coming up on the westward more or less unobserved. The order in which the competitors arrived was as follows:—

1. Miss M. Groundwater, 34mins. 18.3secs.
2. Miss Blunsdon, 36mins. 4secs.
3. Miss G. Ramsey, 36mins. 45secs.
4. Miss P. Hunt, 36mins. 45secs.
5. Miss D. Mitchell, 38mins. 47secs.
6. Miss C. Smith, 45mins. 24secs.
7. Miss D. Hunt, 46mins. 42secs.

To-day will see the Harbour race open to the Colony, starting from the same place at the same time, viz., 5.30 p.m. There is an extremely large entry list, and some very keen racing is expected.

SAMPAN'S REMARKABLE
CATCH.

HUGE GAROUPA IN THE HARBOUR.

A remarkable incident was witnessed outside of the Victoria Recreation Club after the ladies' harbour swim yesterday evening. Dark had fallen, and members of the Club verandah, on the Dockside, were startled by loud outcries coming from a couple of sampans which could be dimly discerned in the dusk. The Secretary of the Club, Mr. R. C. Mitchell, on hearing the cries, jumped to the conclusion—as did everyone else present—that some one was in difficulties in the water. He was down the stairs and into the boat-shed in a very short space of time, and had the dinghy into the water and was making for the spot. Meanwhile the Club members made for the V.R.C. landing stage and waited there anxiously. A dead silence reigned, and then the dinghy was seen to come in without the Secretary. Shortly afterwards the sampan itself loomed up out of the darkness with the Secretary standing on it. On his getting ashore it was seen that the sampan people had caught a huge garoupa, measuring something like six to eight feet in length. Such a catch is extremely rare in the Harbour, and the boat people were highly elated at the prospects it opened out to them, since garoupa is highly esteemed amongst Chinese as a delicacy. The fish was caught in the trawl net and was alive and struggling when landed.

The late Mr. J. C. White, ex-Lord Mayor of Belfast, left £100,000 to be devoted by his executors, at their discretion, to Irish charities.

HONGKONG BOY SCOUTS
ASSOCIATION.

ANNUAL SWIMMING SPORTS.

The Boy Scouts held their second Annual Swimming Sports in the V.R.C. Bath, by courtesy of the Club Officials. Some really close racing was keenly and enthusiastically watched by the spectators, and the divers showed very pretty style and good form. A Life-Saving Race and also an Obstacle Race had their place among the items.

At the close of the Sports Mrs. Grace most kindly presented to the winners the Certificates which the Association issues instead of prizes. The afternoon closed with the presentation to Mrs. Grace of a bouquet by a diminutive Sea Scout, and a vote of thanks proposed by District Scoutmaster White to her and to all those who had so kindly assisted in making the Sports a Success. The singing of the National Anthem brought the little ceremony to a close.

The results were as follows:—

50 Yards Senior Championship.—1. Sung Cheuk Piu (St. Stephen's Troop), Time: 38.5secs.; 2. L. Woo (St. Joseph's Troop).

50 Yards Junior Backstroke.—1. E. Zimmermann (The Roving Fifth), Time: 55secs.; 2. J. Laing (1st Wanchai).

One Length Wolf Cub's Race.—1. G. Chue (3rd Park), Time: 19secs.; 2. P. Churn (5th Park).

100 Yards Senior Championship.—1. E. Zimmermann (The Roving Fifth), Time: 1min. 16.3secs.; 2. K. Wilson (1st Wanchai).

50 Yards Junior Championship.—1. W. Foulds (1st Wanchai), Time: 47.3secs.; 2. L. White (1st Wanchai).

Senior Diving.—1. A. May (St. Joseph's Troop); 2. J. Kotewall (The Roving Fifth).

Life Saving Race.—1. Kwok Hing Wan (Sea Scouts), Time: 61secs.; 2. A. May.

Junior Diving.—1. E. Zimmermann; 2. L. White.

100 Yards Senior Backstroke.—1. Ng Hon Sang (Sea Scouts), Time: 1min. 41secs.; 2. E. Zimmermann.

100 Yards Junior Championship.—1. W. Foulds, Time: 1min. 35secs.; 2. R. Gerrard (The Roving Fifth).

50 Yards Scouters and Cubbers.—1. A. S. M. Gittens (The Roving Fifth); 2. S. M. Barney (The Roving Fifth).

Inter-Troop Team Race.—1. St. Joseph's Troop; 2. 1st Wanchai Troop.

Obstacle Race.—1. Ng Hon Sang; 2. B. M. Talati (St. Joseph's Troop).

In the unavoidable absence of the Commissioner, D. S. M. White was in charge of the proceedings, ably assisted by Lt. Commander H. B. S. Beresford, R.N., as referee, Mr. A. A. Alves as starter, Messrs. C. H. Blason, G. T. May, and Lieut. Commander J. L. M. Stevenson as judges, and the Scouters and Cubbers who acted as stewards.

CHINESE MERCHANTS AND
PIRACY REGULATIONS.A REGULATION WHICH SEEMS
TOO SEVERE.

Mr. Li Po Kwai presided over the monthly meeting of the Chinese General Chamber of Commerce yesterday afternoon. The business was of a purely routine nature with the exception of some little discussion which arose on a letter which had been addressed to the Chamber by the Hon. Colonial Secretary, asking when the Chamber's expression of opinion might be expected in connection with the proposed Piracy Prevention Regulations. The Chairman said there had been a little delay as they had to go into the clauses very thoroughly. The first clause he thought was rather severe from the master's point of view and he thought it should be modified to such an extent as to make the resistance against pirates a matter of discretion on the part of the Captain. The clause reads:—

"It is the duty of the Master and other certificated officers to resist to the uttermost any piratical attack. This obligation is imperative and no discretion may be exercised as to whether to resist pirates or not."

It was decided to refer this particular clause to Chinese shipowners, whose opinion will be solicited before a reply is sent to the Government.

SPORT.

CRICKET.

H.K.C.S. 1st XI. v. UNIVERSITY.

The following will represent the Hongkong Civil Service Cricket Club on the Civil Service ground at 2.15 p.m. on Saturday, in their match against the University:—A. E. Wood (captain), G. K. Sayer, F. J. de Rome, A. R. Sutherland, J. H. B. Nihil, F. Holman, F. J. Ling, Y. Baker, R. C. Mitchell, W. H. Edmonds, P. T. Lambie.

CHURCH OF ENGLAND MEN'S
SOCIETY.OPENING MEETING OF THE
SESSION.

At the inaugural meeting of the session of the Church of England Men's Society on Tuesday evening, the Chairman (Mr. L. Forester) spoke of the aims of the Society. He said: "The qualifications for membership are as broad as those for membership of the Church, except that it is restricted to men. It was felt, I think, by the Archbishop of York, who founded the society, that laymen were not doing their share of Church work. Though there were a large number of small things they might do in connection with the Church, I fancy his great aim was to attempt to spiritualise or create a Church atmosphere in every factory, workshop and business. The badge of the society was to be displayed in all these places so that men would openly declare their allegiance to the Church's principles and seek to apply them in every-day life. In other words, Church membership was no longer to be a part-time job, beginning at 11 a.m. on Sunday and finishing at midday. Sunday was still to be regarded as a day on which we renewed our covenant, heard the spiritual principles enunciated, and the week-day was to see the application of those principles. The factory manager wearing that C.E.M.S. badge, for instance, could not employ sweated labour, and the employé wearing the same badge could not go on the principle of a canny. On such grounds alone the society would justify its existence."

But the formation of this society was also necessary in order to prevent that cleavage which was becoming apparent between the man-in-the-street and his mother Church. There was springing up, and there is still a strong feeling of, indifference to the Church on the part of the male side of the community. I am not referring to the intellectuals whose views are expressed in the expansive magazines where Church principles and their application to every-day life are continually being discussed; I am referring to the ordinary average man. I have had some slight experience of the effort required to induce him to take an interest in his Church. Apart from the fact that he believes his conduct will have to be modified if he becomes an active adherent, he feels that he has little in common with his Church. He conveys the impression that the Church enters for the young and the women-folk. He knows the life of Christ, having learned that in his own youth; the mystical part he does not understand, and so he feels there is no place for him in the Church. Now it is precisely because of this neglect of the spiritual side of life that so many social problems lie before us. We have progressed in an unbalanced way. Scientifically and commercially, we have gone ahead, but in a religious sense we have stood still. It is to rectify this mistake that the C.E.M.S. exists.

If, then, the aim of the C.E.M.S. is to spiritualise every-day life, it is also part of its aim in a sense to secularise the Church to prevent the energy of the Church being used up in abstract theological problems, to keep the clergy in touch with earth. It is said that in the Roman Catholic Church the priest dominates and rules the congregation with an absolute hand; in the Non-Conformist Church the congregation rules the ministers; while in our own Church there is a great gulf of indifference fixed which it was hoped that such an organisation as the C.E.M.S. would bridge.

It is urged against our Society that it is too broad and too vague to achieve any definite end. That is a criticism which must be levelled against the Church, of which the Society is the male offspring and as such it must share the faults and virtues of the parent body. This particular branch has a "splendid record"; it has done good work in the past by focussing attention on definite social problems. Such work can only go on in this Colony of kaleidoscopic changes if new men come forward with their English Church ideals still strong within them to continue that work. Their moral senses are not blunted by long residence and familiarity with social conditions. They can and should keep pointing out in what respects we are falling as members of the Church. For that reason new members are especially welcome.

An "excellent programme of music, Chinese boxing, etc., was arranged by Mr. Bullock, the following gentlemen taking part—Mr. Hagger, Mr. Collet, and Mr. West. Mr. Temple Bevan accompanied on the piano.

BIG LITIGATION PENDING.
NAVAL AUTHORITIES INVOLVED.

Dr. W. W. Pearce, Medical Officer of Health, attended the Police Court yesterday, in connection with a remand case in which the Sanitary Board summoned Wong Tin for failing to abate a nuisance in a scavenging lane at the back of No. 81, Wanchai Road.

The Magistrate, reading from the depositions taken at the last hearing of the case, said the defendant had stated: "I gave everything to my architect. If the earth is removed the retaining wall will collapse." His Worship added that he had remanded the case in order that the Sanitary Board authorities could investigate the matter further.

Dr. Pearce said the matter was a very simple one. At the foot of the hill was a face, part of which belonged to the defendant. There was a quantity of earth at the foot of the retaining wall and this earth is damming back a lot of water which has become stagnant. The Sanitary Department asked that the earth and the stagnant water be removed. A lot of the earth he said was composed of rubbish and filth. It was certainly acting as a buttress for the retaining wall, but he saw no reason why the rubbish and filth should be allowed to remain. He asked that an order be made for the abatement of the nuisance within three months and that steps be taken to prevent a recurrence of the trouble.

Mr. W. L. Weiser, architect, speaking on behalf of the defendant, said that as far as the three months was concerned, he understood that the Naval authorities and the adjoining owners were going into litigation concerning the repair of the retaining wall. At present they were waiting for the return of Mr. Eldon Potter, barrister-at-law, and as the case was likely to be a big one it probably would not appear in the Court for another six months.

The Magistrate made an order in accordance with Dr. Pearce's request.

ALLEGED STOWAWAYS.

WHERE THE POLICE MIGHT
HAVE HELPED.

George W. Breidegan, 31, an unemployed cook, and John Seporo, 19, a Filipino student, were charged before Mr. J. R. Wood, yesterday with stowing away on the s.s. *President Wilson*, which left here on the 15th.

Breidegan said he had been living at the Kowloon Branch of the Seamen's Institute for some time. He went on board the vessel in the hope of getting a job. He wanted to see the first Engineer, but did not see him. He saw instead, the second engineer who said that he might be able to do something for him. Whilst he was having breakfast on board he was discovered by the police and taken into custody.

As no evidence was produced from the ship, which had already left port, the defendant was discharged.

Seporo, who has just completed six weeks' imprisonment for stowing away and that on the day he was discharged from gaol he went to the Filipino Club where he spent the night. On the following day he went on board the *President Wilson*, but not with the intention of stowing away. Whilst he was having breakfast he was caught and pushed down the gangway.

His Worship expressed the opinion that the police should have done something for the youth when he was discharged from hospital.

Inspector Angus said that something might still be done for the defendant. He promised his Worship to look into the matter.

The defendant was discharged.

AN INEFFICIENT LIAR.

COMMANDER BECKWITH
DISAPPOINTED.

"If you want to tell me a lie, tell me a decent one," said Commander C. W. Beckwith to a Chinese defendant in the Marine Court yesterday morning.

The defendant was charged with going on board the s.s. *Pyritz* without permission. Lieut. Wright told the Court that he was called on board the vessel, which was off Hoi's Wharf, at 2 o'clock on Tuesday afternoon by the Chief Officer. He saw the defendant aboard and was informed that when discovered he was in possession of a case of broadhead cargo, containing penknives. Witness saw the knives and the broken case, and arrested defendant.

Sentence of one month's hard labour was passed, the man's excuse that he went on board to work at the request of a female colleague being considered a "childish lie."

THE MORNY "NEW AND
TRUE" FLOWER ODOURS.

PARFUM CHAMINADE

JUNE ROSES

NOCTURNE

SERENADE

NUIT de CARNIVAL

VOILETTE

COMPLEXION POWDERS (VARIETY)

BATH DUSTING POWDERS

PERFUMED BATH SALTS MYSTERIENSE

NUIT de CARNIVAL

TRIOMPHE

JUNE ROSES

NOCTURNE

SERENADE

YESHA

LAVENDER

ROSE VERVEINE

LANE, CRAWFORD, LTD.

Z E D

PER PACKET ... 85 Cts.

AN IDEAL DIET FOR BRAIN AS WELL AS MUSCLE.
CONTAINS MINERAL SALTS THAT NOURISH THE
NERVES, PROVIDE IRON FOR THE BLOOD AND FURNISH
PHOSPHATES FOR THE TEETH AND BONES.

SOLD BY:— LANE, CRAWFORD, LTD.

THE MORSE CODE

ON

COLUMBIA RECORDS

THE QUICKEST WAY TO LEARN THE MORSE CODE

\$5.00 PER SET. 6 PARTS

AT

ANDERSON'S.

Powell Ltd.
TEL. 4579.

LADIES' SHOES

FOR

SMART WEAR

BLACK SUEDE — KID — PATENT

NIGGER SUEDE

HAVANA KID

GREY SUEDE

BRONZE KID

PLAIN MODELS — STRAPS

EXCELLENTLY FINISHED.

COMFORTABLE TO WEAR.

ENGLISH AND AMERICAN SHAPES.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

UNSETTLED GERMANY.

INDUSTRIAL IMPASSE IN THE RUHR.

London, October 18th.

The Times Cologne correspondent reports that the Ruhr industrial leaders decided to inform the French Authorities that they saw no possibility of raising the money to meet the huge wages bill and would be compelled to close down the mines and works.

The Times correspondent principally attributes this to the reported decision of the German Government that it will be unable to pay for reparations deliveries or continue the Ruhr credits.

EARLIER CABLES.

UNEMPLOYED RIOTS IN BERLIN.

Berlin, October 18th.

A demonstration of unemployed in front of the Town Hall collided with the police, and three demonstrators were wounded with revolvers. Demonstrations elsewhere in the city were suppressed without bloodshed.

The situation in the centre of the capital at noon was very menacing. Excited crowds in thousands, including women, packed the streets surrounding the Town Hall. They plundered two bakeries, and held up motorcars near the Bourse and threatened to throw them into the Spree. They refused to disperse, and the police used bayonets and swords and fired revolvers. Finally a deputation waited on the Burgomaster and demanded immediate relief of two milliard marks and two loaves apiece, also coal and meals. They left upon the Burgomaster promising favourable consideration of the demands.

THE RENTENBANK.

Berlin, October 18th.

Further particulars of the Rentenbank show a capital of three milliard Rentenmarks, subscribed in equal parts by agriculture on the one hand and industry and trade and commerce on the other.

UNEMPLOYMENT AT HOME.

GOVERNMENT RELIEF MEASURES.

London, October 18th.

Sir Montague Barlow, Minister of Labour, speaking at a luncheon in London, repudiated the charge that the Government had broken faith as regards unemployment relief. On the contrary, the new expenditure initiated by the Government comprised fourteen millions for the construction of roads and bridges and an additional ten millions to assist the local authorities in the relief works. Another twelve millions was to be spent on trade development, and ten millions on reconstruction programmes of the railway companies. It was impossible greatly to extend the housing policy until the acute shortage of skilled men in the building trade be eased.

The Government expected much help from the Imperial Economic Conference in the re-distribution of manpower and strengthening and organisation of markets. Sir Montague Barlow said he was delighted Mr. Bruce had supported the idea of group settlement in the Dominions, which was one of the most hopeful lines of progress.

DEFENCE OF DUTCH INDIES.

GOVERNMENT'S SCHEME OPPOSED BY LABOUR ORGANISATIONS.

The Hague, October 18th.

The Second Chamber began the discussion of the Bill for the further defence of the Indies. The Socialist, Herr Hugenholtz, and the Liberal Democrat, Herr Marchant, opposed it, and sixteen other members notified their intention of participating in the debate. A petition against the Bill, organised by the Social Democratic party and the Netherlands Federation of Trade Unions, with over a million signatures, was presented to the President at the opening of the sitting.

IMPERIAL CONFERENCE.

INTER-EMPIRE COMMUNICATIONS.

London, October 18th.

Sir P. Lloyd Gream presided at the Economic Conference, which discussed the question of co-operation for technical research, also the matter of developing research and making it mutually available between the Mother Country and the Dominions. A discussion on a future Imperial Institute concluded with a decision to submit the whole question to a committee for investigation and report.

The afternoon session of the Conference heard a statement by the Postmaster General dealing with the unsatisfactory situation of the Imperial mail, cable and wireless communications and passed a resolution, firstly, that representatives of the Dominions and India should be associated with the Imperial Communications Committee, which hitherto has been entirely British; secondly, that all possible support should be given the State-owned Pacific cable; and thirdly, that preference should be accorded British companies in connection with Empire wireless communications.

MAILS TO THE EAST.

Sir L. Worthington Evans announced that the Government had turned down the proposal to revert to Italian ports transshipment of Eastern mails on the ground that it was doubtful whether the step would result in an acceleration, or alternatively that any acceleration would be insufficient to compensate the very heavy additional cost. He tributed the improvement in the Eastern Extension Co's cables services, whereby pre-war efficiency had now been restored and all important destinations in India and Australia could be reached in an average of three or four hours.

POST-OFFICE-MARCONI'S DEADLOCK.

The deadlock between the Post Office and Marconi regarding the issue of a licence to the latter to erect stations in Britain for communicating with wireless stations being erected in the Dominions was explained by Sir L. Worthington Evans as due to the question of division of traffic between the Government and the Company's stations. An agreement had practically been reached on pooling the lines in July, but the Company changed its mind and rejected the arrangement. The Post Office now proposed a division of traffic on a regional basis, for example, services to South Africa and Canada to be conducted by the Government station, while Marconi handle the Indian and Australian traffic. In the meantime the Government is hurrying the completion of its station, which will be ready to operate before the end of 1924.

PACIFIC MANDATES.

CHANGES AGAINST AUSTRALASIA REFUSED.

Melbourne, October 18th.

The Canning report on the Australasian administration of Pacific mandated territories, entirely and emphatically refutes the charges, and expresses the opinion that the local administration is doing its best to uphold the highest ideals with regard to the natives.

CZECH PRESIDENT IN PARIS.

Paris, October 18th.

Cordial speeches were exchanged at a dinner given by M. Millerand in honour of President Masaryk of Czechoslovakia, who is visiting Paris and then going to London. President Masaryk declared that France could rely on them in evil days as well as good. He agreed with M. Poincaré that reparations and other Treaty obligations must be completely fulfilled. A brilliant reception followed.

U.S. SHIPPING BOARD POLICY.

Washington, October 18th.

The Shipping Board has decided to consolidate the five active North Atlantic and United Kingdom trade routes and to abolish the existing managing agent system. A considerable reduction in the number of ships being used is contemplated.

U.S. BANKERS SUPPORT.

FINNISH LOAN.

New York, October 18th.

A syndicate of bankers has taken up the Finnish Loan of thirteen and a half million dollars with interest at six per cent. at price of ninety per cent.

THE ZEV-PAPYRUS MATCH.

London, October 18th.

Mr. Hildreth, the trainer of Zev, says he will accept an offer of fifty thousand dollars from a local association of Laurel, Maryland, for a match between My Own and the winner of Saturday's Zev-Papyrus race, at Laurel on October 25th. Mr. Jarvis says he sails for England with Papyrus on October 23rd unless otherwise instructed.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE KIDNAPPED C.I.M. LADIES.

STILL IN THE HANDS OF THEIR BANDIT CAPTORS.

Peking, October 17th.

Despite semi-official statements and a message from Changlulai, the Misses Darroch and Sharp have apparently not yet been released.

A message from Kailongfu, dated October 17th, reports that the Military Authorities are finding it difficult to operate in the Lushan Mountains, but the bandits have renewed their offer to release the captives conditional upon the hand being received into the army. The Authorities are reluctant to concede this, and demand the release of Miss Darroch and Miss Sharp before considering the request. Negotiations are proceeding.

AN ARMISTICE ENDED.

HOSTILE PREPARATIONS BY GENERALS NEAR CHANGSHA.

Peking, October 17th.

Advices from Changsha state that the armistice between General Chao Heng Ti and General Tan Yen Kai has ended.

The Northerners, who have been reinforced, have advanced within a hundred li of Changsha.

Chinese public bodies at Changsha requested the Consular representatives to mediate but the latter decided that they could not intervene.

ANOTHER MORO OUTRAGE.

SCHOOL TEACHERS AND CONSTABULARY MASSACRED.

Mantla, October 16th.

Two school teachers, one supervising teacher, one lieutenant, one sergeant and eight privates of the Constabulary were killed by the Moros, on October 14th, at Bugnon school house in the Lake Lanao region of Mindanao. Troops are being despatched to the scene of the outrage.

FOREIGN LOANS TO CHINA.

CONSORTIUM CRITICISM OF GOVERNMENT POLICY.

Shanghai, October 18th.

A Peking message says the Memorandum from the Consortium Ministers to the Waichiaopu of October 12th has been published to-day. It refers to Waichiaopu to the Consortium Memorandum of December 23rd in which attention was drawn to the fact that while unsecured foreign debts and obligations of the Chinese Government had been left unprotected, China's internal loans had been temporarily consolidated on the security of the surplus Customs revenues, and requested that in future such surplus Customs revenues no longer be applied exclusively to the service of internal loans, but also to liquidation of foreign debts and obligations guaranteed by the Chinese Government.

The attention of the undersigned has been called to the Memorandum of the Ministry of Finance recommending the permanent continuance of the aforementioned Scheme, and its extension to the service of the Chinese portion of the ninety-six million dollars loan of 1922, thus earmarking for service of the internal loans the whole surplus accruing from the present Chinese Customs tariff, and precluding the use of the latter as security for any general debts consolidation scheme. The undersigned Ministers are compelled to record a formal protest against this action of the Chinese Government in disregarding their communication of December 23rd, and making the above arrangements. They remind the Waichiaopu, firstly, as to foreign debts and obligations certain of which are now in default, that they were contracted by the Chinese Government, before the date of conclusion of some of the internal loans, which according to the present proposals are to be secured by the surplus Chinese revenues; secondly, that under the terms of the agreements in such foreign loans, the Chinese Government engages in the event of default, or of a specific security pledged becoming ineffective, to provide from other sources the sums necessary to produce payment of the principal and interest. The undersigned must point out that these foreign loans are entitled to priority over the later internal loans, and they accordingly request an immediate explanation and clear statement regarding the intention of the Chinese Government in respect to the employment in future of the surplus Customs revenues towards payment of foreign debts and obligations. (Signed) Schurman, De Fleury, Macleay and Yoshizawa.

DENGUE FEVER.

STRONG CASE FOR WAR AGAINST MOSQUITOES.

MOSQUITOES.

Dengue Fever appears to have been prevalent enough in Hongkong lately to make the following article written for the Statesman by a member of the staff of the Calcutta School of Tropical Medicine of wide local interest.

Calcutta is much exercised over the present outbreak of dengue. Some suggest that a new and mysterious malady has made its appearance and are even prepared to hint that the disease is a form of yellow fever.

It is only when people become a little scared that they take a practical interest in disease prevention.

Dengue has been for many years one of the very commonest diseases of the tropics. Its first recorded appearance in Calcutta was in 1821 when it was estimated that about 90 per cent. of the population were affected in an outbreak very like the present one. There have been several other epidemics, notably in 1844, 1855, 1871-1873 and it is likely that others have occurred of which there is no record. It is highly probable that the disease has occurred in Calcutta every year for many years, but until 1906 when Sir Leonard Rogers dragged the disease from its lair in the course of his classical study of the fevers of Calcutta it had existed for a good many years without attracting special attention. The doctors had called it malaria, febricula, simple continued fever, influenza or any other name which appealed to their fancy.

FORMS OF DENGUE.

Like influenza, dengue assumes a great variety of forms. These are:—

1.—The continued fever type, in which temperature declines but does not reach normal during the first four or five days; the fever shows a final exacerbation which is the last spasmodic effort of the disease, before it comes to an abrupt termination within seven days from the onset.

2.—The interrupted fever type, in which after one to four days' fever there is a short period of complete freedom from fever, followed by a final short paroxysm which comes about the fifth or sixth day.

3.—The short fever type, in which there is only one spell of fever lasting one to four days.

4.—The evanescent type in which there is little or no fever and the patient merely suffers from headache and pains for a day or two.

The explanation of the variations consists partly in differences in the intensity of the virus but chiefly in differences in the susceptibility of the patients; most of those who get mild attacks have suffered previously and so are partly immune to the disease.

Great epidemics occur from time to time when the conditions are favourable; one of these conditions is the existence of a large number of susceptible people who have not recently suffered, another is the presence of numerous stegomyia mosquitoes, the third is the existence of infection. The stegomyia like the poor is always with us in the hot and rainy seasons.

We can take a certain amount of comfort from the expectation that after a great outbreak there is not likely to be another epidemic for some years. The usual story of the disease is shown in the illustration: the mosquito acquires the germ by biting a dengue patient, within a few days it becomes capable of transmitting the disease to every susceptible person whom it bites and it continues to be infective during the rest of its blood-thirsty life.

Of the peculiarities of dengue the most striking is its variability. Sometimes the pains are slight and fleeting, sometimes excruciating and lasting, sometimes the rash does not appear, sometimes it is so pronounced that it makes the doctor think of measles or scarlatina. The fever, too, may last anything from one day to seven days or even longer in rare cases.

The only constant features are the sudden onset of the fever and the restriction of its total duration in 90 per cent. of the cases to a maximum period of a week. Another feature which happily is almost universal is its failure to kill.

The distribution of the disease corresponds closely with that of the tiger mosquito (Stegomyia fasciata) and this is the only insect which has been clearly proved to be capable of conveying dengue though strong suspicion has fallen on the common culicid mosquito. The sister disease, "Sand Fly Fever" which often cannot be distinguished from dengue has been proved to be carried by a sand fly.

The parasite of the disease has not been discovered with certainty. Dr. Couvy claims to have discovered a spirochaeta in certain cases of dengue in Syria, but the cases in which he discovered the parasite are not quite like the common dengue of the tropics.

Dr. Calcutta Lieut. Col. Megaw records the finding of a spirochaeta in some of the blood of the 1921, but he was unable to obtain full confirmation of its being the causal organism.

SEARCHING FOR THE PARASITE.

Major Knowles has been making a determined effort during the past six weeks to discover the parasite and has thoroughly examined the blood of many patients, with the assistance of his colleagues, he has found a similar spirochaeta to that seen by Megaw in a fairly large proportion of the cases and also in experimental animals which were inoculated with blood taken from patients in the early stages of the disease, but he does not yet claim to have established beyond doubt that the parasite is the cause of the disease.

The truth is that the exceedingly delicate spirochaeta which has only been found in the blood in very small numbers is so elusive and difficult to handle that it is almost impossible to work on it. It is found, though rarely, in the blood of men and animals which do not appear to be suffering from disease, consequently it is necessary to be extremely cautious in drawing conclusions from its discovery in dengue patients. Major Knowles is continuing his investigations with accustomed skill and enthusiasm and it is to be hoped that he will succeed in establishing the causal association of the parasite with the disease. It is likely that some of the animals which are used for experimental work in Calcutta have already suffered from the disease just as most of the susceptible human beings in Calcutta have done, and it will probably be necessary to carry out animal experiments in a place where the disease does not occur in order to secure the necessary conditions for successful transmission of the infection. Arrangements for this are being organised at the School of Tropical Medicine.

But while it is important that more light should be thrown on the parasite of dengue it must be clearly emphasised that the discovery of the germ is not absolutely essential to the working out of a scheme for preventing the disease. The knowledge which has already been obtained regarding the transmission of the virus is enough to enable us to formulate a rational plan of prevention. It is definitely known that the stegomyia can convey the disease, the culicid is also a possible carrier, the sand fly is unlikely to be a carrier in Calcutta though it is not being left out of consideration by the workers at the Calcutta School.

Mosquito destruction is the obvious means of preventing the disease and as almost all the mosquitoes of Calcutta have been clearly implicated in connection with malaria, filariasis or dengue, it is quite unnecessary to discriminate between them. The words of a popular song are applicable: "Down with the whole d-d lot!"

The first essential is to make a detailed survey of the mosquito breeding grounds of Calcutta and the next is to organise a campaign for their abolition. This proposal is not by any means a simple or trivial one, it cannot be put into effect by a few goons with kerosene oil. Doubtless a mosquito brigade may do something to keep the nuisance under control and it is certainly a little significant that the abolition of the mosquito brigade should have been followed so promptly by a severe outbreak of dengue. To make Calcutta free from mosquitoes it is necessary to organise a large force of workers under skilled control and the cost will be considerable. On the other hand if the yearly cost to Calcutta of sickness and loss of time due to mosquito borne disease be taken into account and if we add to this the great discomfort which results from mosquitoes apart altogether from the part they play in carrying disease, it is undoubtedly well worth while to make a preliminary expert survey of the conditions which prevail and to determine whether it will not be a real economy to exterminate the troublesome and dangerous pests.

If we were to estimate the economic loss to the city from disease carried by mosquitoes at so conservative a figure as one day's loss of work for each person every year, the amount would be very considerable and there is little doubt that the city could be freed from the pestiferous insect if a sum of money equal to this loss were available for mosquito destruction. The cost in each succeeding year should become steadily less if a persistent effort were made to abolish permanently as many breeding grounds as possible.

UNSOLVED PROBLEMS.

The problems remaining to be solved in connection with dengue besides the discovery of the parasite and its characteristics are:—

1.—To discover the form in which the infection is carried over from one season to the next.

2.—To discover whether any animals harbour the infection.

3.—The investigation of other possible insect carriers besides the stegomyia mosquito.

4.—The discovery of other means of preventing the disease besides anti-mosquito measures and the discovery of specific remedies. As the disease is one in which a natural cure occurs with great rapidity and with no appreciable risk to the patient, one should hesitate to advise the use of powerful remedies. Drugs given by the mouth have their value in relieving symptoms but none as yet has been found to have a curative action.

Prevention of dengue by anti-mosquito measures is obviously the proper method of controlling the disease. The results achieved by Sir Ronald Ross in India, those obtained in the Panama zone by Gorgas and by workers in many other parts of the world have proved that in suitable cases properly organised and thoroughly carried out measures of mosquito control have been among the greatest triumphs of human beings over a harmful environment. Little can be expected from epizootic and hygienic measures; dengue is like a smouldering fire which must be completely extinguished, otherwise it will blare up time and when the conditions again become favourable, it will light up with all the greater fierceness.

Individual protection by mosquito curtains is not practicable as the stegomyia bites during the day. Mosquito repellents like oil of citronella and kerosene oil are unpleasant to most people. Sulphur in the diet has not been proved to be effective. Such in brief is the state of affairs with regard to dengue, let us hope that soon it will be possible to report that further light has been thrown on the disease, meaning it is for the community to decide whether to put to practical use the very important and valuable knowledge which has already been placed at their disposal by research workers.

RACIAL EQUALITY.

SOCIALISTS AND EMPIRE.

At the Independent Labour Party Summer School, Alderman John Scarr, Mayor of Poplar, dealt with the Socialist view of Imperialism, and in the brief period of just over one hour attempted to explain how the British Empire should be run. Mr. Scarr devoted the greater part of his address to Indian affairs, and in this connection was rather severely taken to task by two students, expert in Indian Government, Professor Lindsay, who has studied the problem by coming in contact with administrators who have a first-class knowledge of the facts and by the Rev. Horace Rice, of West Ham, who has worked for six years in India, and who, during the war, was the only European officer in an Indian regiment. As in all problems tackled by Socialists, Mr. Scarr is out for absolute freedom and self-government in all parts of the British Empire, believing that all men—white, black, brown, or yellow—are equal, and therefore ought to have equal freedom. Mr. Scarr is all for the abolition of the diarchy system in India, and sees no necessity for the continuance of the office of Secretary of State for India. Therefore, according to him, Viscount Peel must go, and India must become a self-governing Dominion. There would be mistakes, Mr. Scarr admitted, but a people were entitled to make mistakes. Had not the late Sir Henry Campbell-Bannerman truly said that self-government was better than good government?

A Socialist Government would also deal with the question of migration. If South Africa was entitled to refuse the entrance of Indians into that country, then India was equally entitled to refuse entrance to South Africans and Englishmen alike. With regard to the Dependencies, Mr. Scarr favours the idea of declaring the land to be the property of the native communities. The self-governing Dependencies should, in the fullest sense, be self-governing. A Socialist Government would establish a minimum standard throughout the Empire so far as labour was concerned, and might be the person to do this, as Mr. Scarr said, "I should steadily" continued the speaker, "that although there are different civilisations in the world at the present time, in the broad sense of the world every-one of us, whatever our race, creed, or colour, is equal, and we who have had certain advantages should use these for the purpose of helping those in a less fortunate position."

PROFESSOR LINDSAY'S CRITICISM.

Professor Lindsay promptly controverted the suggestion that native races are ready for self-government. After all, he said, the fact must not be overlooked that the most appalling things were going on, and it must not be forgotten that the slave trade was stopped by us. He ridiculed Mr. Scarr's idea of having an Empire uniform minimum standard so far as labour was concerned. Such a standard, applied to peoples so widely divergent in climate and customs, was an absolute absurdity, and would be absolute nonsense. What was wanted was not a supreme Parliament, but a supreme principle of Imperial law, drawing a distinction as to what was a matter for the commonwealth as a whole, and what was a matter for the separate Dominions. We had not got that now. The professor was very gloomy about the future of countries in the Near East, because he thought the peoples of these lands were not going to learn the facts about government without trying it for a long time, and without getting into the most frightful mess. But much more might be done by letting people make small mistakes than by letting them make an awful mess by the abolishment of the diarchy.

The Rev. Horace Rice said the big mistake Labour generally made with regard to India was that they confused the desire for 'nationalism' with the desire for democratic and social legislation. India was enormously nationalistic, which was intensely anti-democratic. He must, continued Mr. Rice, "face the question of what might happen if we left India to muddle through. There would be no proper development for the good of the whole community. Gandhi is not a man who believes in democracy, but he believes in the national spirit, and wants to see India go back to the old ways. If we get out of India we shall see a very serious oppression of the poor. Is the Labour party prepared to face that?"

MANCHESTER SHIP CANAL SITE TO BE DEVELOPED.

A new industrial area is to be developed on the outskirts of Manchester which will rival Trafford Park. It will cover 1,300 acres of what is now agricultural land in the Flixton and Doylsham districts, abutting on the Manchester Ship Canal.

The Canal Company itself has 1,000 acres, and Messrs. Guinness have already constructed a wharf with a view to erecting one of the largest breweries in the world. Messrs. Taylor Brothers of Leeds are establishing steel works. Messrs. Brooke Bond & Co. are to erect a large warehouse, and it is stated that a number of other firms, all of which have acquired land, will build new works. Factors in the development of the area were the low price of the land and the comparatively low wages which are only half those of Manchester Times.

Bradford Corporation electricity department received forty-three tenders, including a number from foreign firms, for the supply of a new minimum generator. The foreign firms were come from lands of pounds below the English quotations, but after negotiations the contract went to a British firm. The amount was not disclosed, but the cost is estimated between £50,000 and £60,000.

Greatest Transportation System in the World

CANADIAN NATIONAL RAILWAYS

Traverses Every Province in Dominion of Canada

(In connection with any Trans-Pacific Steamship Line from Hongkong)

On Your Next Trip TO The Old Country

TRAVEL

ACROSS CANADA

SEE

The Rocky Mountains - Jasper National Park - The Great Lakes - Niagara Falls

Vis "Continental Limited"—Canada's All-Steel Train De Luxe

THROUGH FAST PASSENGER TRAIN SERVICE DIRECTLY SERVING ALL CITIES AND TOWNS IN CANADA, ALSO CONNECTIONS TO CENTRAL AND EASTERN UNITED STATES PORTS.

For full information and descriptive literature, apply to any Steamship or Tourist Agency, or

GENERAL TRAFFIC OFFICES:
Queen's Buildings, 3, Chater Rd. Phone C. 2004.

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Adolf von Bayer	9,000 tons	18th October
Hindenburg	12,250 tons	2nd half of November
*Emil Kirdorf	9,000 tons	Middle December
*Schoer	12,300 tons	1st half of January, 1924
*Albert Vogler	9,000 tons	1st half of February

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer	9,000 tons	20th November, 1923
Hindenburg	12,250 tons	—
*Emil Kirdorf	9,000 tons	—
*Schoer	12,300 tons	—
*Albert Vogler	9,000 tons	—

* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.
† Cargo boat.

AGENTS
REUTER, BROCKELMANN & CO.
26, Des Vaux Road Central. Phone Central No. 478.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

18th October, 1923.

1st Class Fare to Singapore:—\$100.

This vessel offers excellent cabin accommodation for saloon passengers; Single and double cabins. Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,
Telephone Central No. 1674. Agents.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker
Coalmine Owners, General Coal Merchant

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi
s.s. "TAIKWA MARU" ... on or about 18th Oct.
For KEELUNG via Swatow & Amoy
s.s. "NANYO MARU No. 1" ... on or about 20th Oct.

For further particulars, please apply to—

G. MITARAL
Branch Office:
No. 27, Bonham Strand, West
Tel. Central No. 165.

G. MITARAL
Top Floor, King's Building
Tel. Central No. 140.

BRITISH TRADE THREE COURSES OPEN.

The condition of trade in this country is so serious that many people try not to think about it just as before 1914 the public declined to face the extremely disagreeable fact of the threat of war. The country paid the price of losing by death a whole generation of the young men upon whom the future depended. A penalty of a like gravity will overtake a nation which refuses collectively to deal resolutely with the forces which are undermining stability.

After every great war there is a period of reaction due to exhaustion, which is usually followed by a period of recovery and of increasing trade, because the world stands in need of an immense number of commodities whose production was suspended during the war. That is the tide in the affairs of men which, taken at the flood, leads on to fortune. But if the tide be missed, what then?

A great manufacturing people which cannot supply goods when they are wanted at a price which customers can afford to pay will gradually go out of business. And that is exactly what is happening to this country. It is going out of business, like an aged firm, once prosperous, whose inheritors lack the nerve and fibre of their forebears. The main cause of the depression in trade and consequent unemployment, expressed in a sentence, is that this country does not produce its wares at a price which its customers will pay. Therefore its business is going elsewhere.

At intervals since the conclusion of peace trade has begun to revive, despite the confusion of the foreign exchanges; and upon every occasion the machine has been stopped and reversed by strikes and industrial disputes. Many millions have been lost in wages; many more millions have been forfeited because manufacturers could not place their orders in advance, owing to the uncertainty of labour conditions. The most disastrous strikes have been political in origin and purpose, their pretext being a proposed reduction of wages. During the war wages were inflated; they were, in fact, a charge upon the public exchequer. After the war wages became once more a charge upon industry, and naturally it was heavier than the industry could bear. At the same time, the cost of living had increased, by reason of the very increase of wages. Men who were paid twice or three times as much as they received before the war could buy no more, and often less, with their money. Moreover, the possession of so much money rather went to their heads. It seemed so easy to get that the performance of hard work to earn it appeared unnecessary.

The dockers on strike, moreover, are causing losses to shipping companies, to shippers, to traders, to private persons, amounting to hundreds of thousands of pounds. If the present temper of organised labour continues, the progressive ruin of the country is assured. There are three courses open to the wage-earners if trade is to be revived. One is to accept a considerable decrease in wages. Another is to work longer hours for the same wages. A third is to increase production working the same hours for the same wages. The alternative is to continue as at present, in which case starvation is merely a matter of time.

THE IRISH REVIVAL. THE LAND QUESTION.

Now that the treaty issue is fading into the past, says the *Manchester Guardian*, Ireland's chief home question is, as of old, the land question, which has been put in the way of final solution by the Land Act of the past session. The Irish Land Act passed by various British Governments in and before 1909 were the most creditable features of English rule in Ireland. They set up almost 400,000 homesteads, as the property of their occupants, and, but for the European war, they would in time have made rural Ireland a country farmed wholly by yeomen. By nearly doubling the price of money, the war smashed the finance of the Acts—that is for any further operations. To buy a holding for £1,500 it became necessary to issue £2,000 of land stock. The buying tenant had to pay only interest and sinking-fund charges on the £1,500, and so the interest and sinking-fund charges on the remaining £500 had to be paid out of taxation. The Bill of last session, roughly speaking, divided this war loss between the three parties to the transaction—the landlord, the tenant, and the taxpayer—and thus arranged for the suspended process of change in ownership to be resumed. When this destined change is complete Ireland will be a place of extreme interest to economists and statesmen—if indeed, she has ever been anything else. In a Western Europe in which peasant ownership has widely decayed in practice and has been strongly attacked by theorists, Ireland will be the crucial case of a country whose land system is at once democratic and profoundly anti-Socialist. She will present an instance of the complete adoption of a tenure, which many Conservatives advocate for England as a bulwark to private property and which, established almost accidentally, in revolutionary Russia, is perhaps the main obstacle to the completion of a Communist State. Ireland's experiment will be all the more interesting because it has the advantage of being tried on a population possessed with an unsurpassed hunger for land, and especially for the psychological sensations derivable from its absolute ownership. Here, if anywhere, that magic of property which has been said to turn sand into gold should operate with every circumstance in its favour and be given the fairest chance for showing whether it really holds, as was so long and so widely hoped, the power to cure the social ills of the country-side.

Insularity destroys industry. *Dublin Business Candidates.*
What we need is not longer hours but better application. *Sir Hugh Bell.*
In America they build roads for a day in England for a century. *Mr. J. A. Rowland.*

DANGEROUS THROAT SORENESS.

PEPS, A Sure Shield Against Inflammation and Disease.

Because the throat is the main highway to the lungs, it is of first importance that you should take Peps whenever it begins to feel sore, tender or inflamed in the least. Throat troubles most frequently result from neglected colds, sudden changes of the weather, strain and fatigue from unusual vocal effort (producing laryngitis), and to this, there is added the dust-laden air containing the germs of tonsillitis, diphtheria and other deadly throat diseases. There are a lot of people who are constitutionally delicate about the throat, and need to exercise a continual care.

Peps is a real throat tonic; soothing, invigorating and germ-destroying. That is why they are so invaluable to all subject to throat troubles. As Peps dissolve in the mouth they give off powerful medicinal fumes. These not only impregnate the delicate vocal chords, at the back of the throat with their purifying germicidal influence, but they act as a highly efficient curative for trouble in the pharynx and deeper passages of the throat.

Whether throat soreness be directly due to a sudden chill, or extra vocal effort, to breathing in germ-laden dust, or to strain of coughing, it should always be borne in mind that Peps are the remedy that gives quickest relief and most permanent curative results. Peps are real germ-killing tablets and their unique treatable character makes them many times superior to crude lozenges containing formalin or other harsh chemicals which can never reach the inner tissues where the Peps fumes go.

Peps which are invaluable for throat and chest at all seasons are now obtainable of dispensaries and medicine vendors throughout China and The East. By post from

AGENTS: Wakefield & Co.,
60, Kiangse Road, Shanghai.

Flashes of the Past

That is Just What Good Pictures are: They bring the Past back to Life.

Take Pictures To-day; To-morrow, and Everyday.

A. TACK & Co.,

26, Des Vaux Road,
CENTRAL.

THE NEW PEARL REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE... .. \$1.75.

Sale at

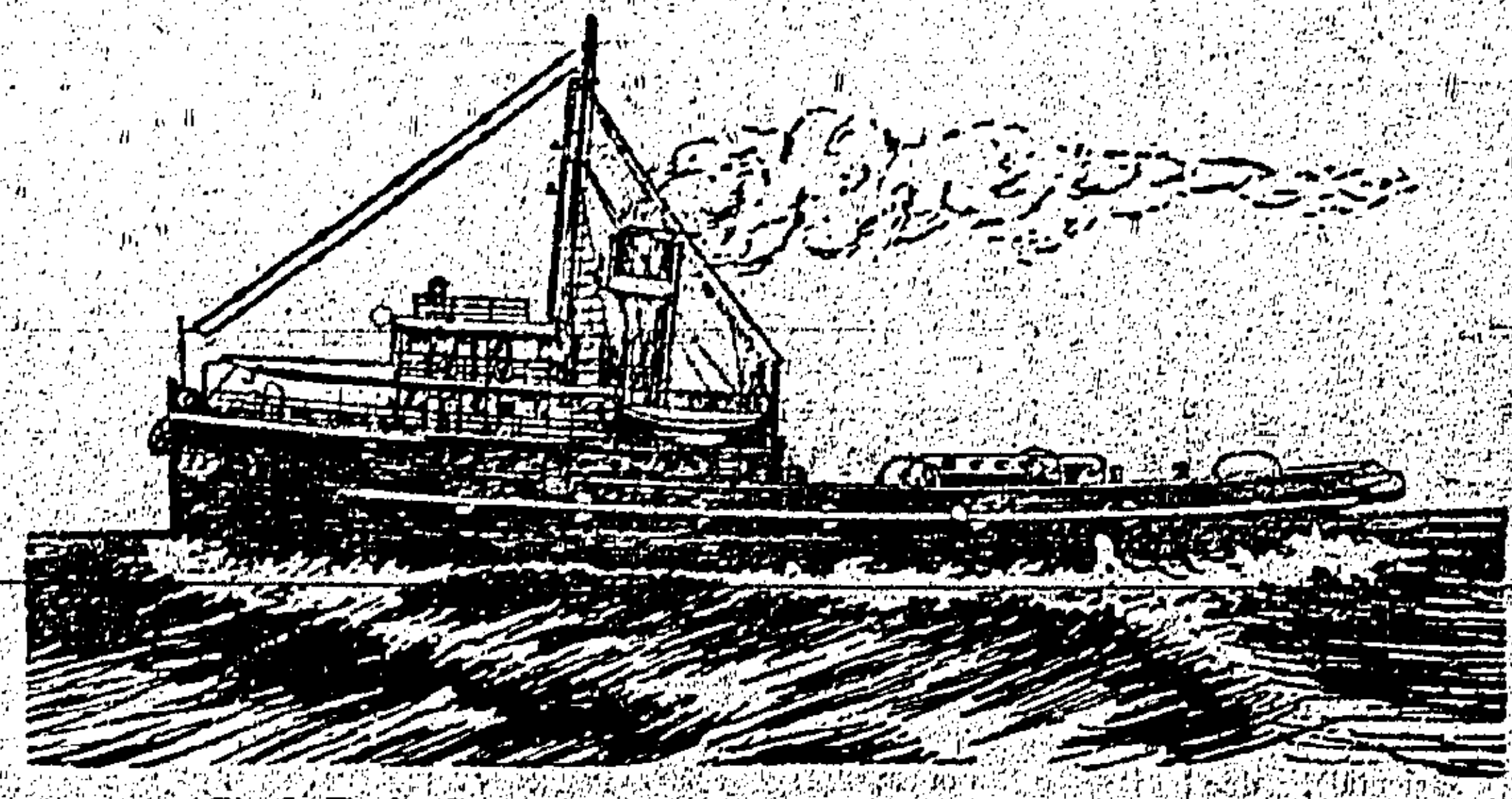
Hongkong: "Daily Press" Office.
Messrs. KERRY & WALES, Ltd.
Canton: Messrs. BROWN & CO.
Messrs. A. S. WATSON & Co.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A.L.A.B.O. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Build, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' R.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION		
SHANGHAI via SWATOW	"YATSHING"	Friday	19th Oct. D.L.
MANILA	"YENSANG"	Friday	19th Oct. 3 p.m.
HAIPHONG via HOIHOW	"YENSANG"	Saturday	20th Oct. 10 a.m.
SANDAKAN	"YENSANG"	Saturday	20th Oct. 2 p.m.
BANGKOK via SWATOW	"YENSANG"	Saturday	20th Oct. 10 a.m.
STRAITS & CALCUTTA	"YENSANG"	Tuesday	23rd Oct. 3 p.m.

ANTUNG via SWATOW	"YENSANG"	Wednesday	24th Oct. D.L.
SHANGHAI & TSINGTAU	"YENSANG"	Thursday	25th Oct. Noon
TIENTSIN	"YENSANG"	Thursday	25th Oct. Noon
SHANGHAI via SWATOW	"YENSANG"	Sunday	28th Oct. D.L.
Kobe via SHANGHAI	"YENSANG"	Sunday	28th Oct. Noon
BANGKOK via HOIHOW	"YENSANG"	Thursday	1st Nov. 9 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, departing from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to North and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when necessary.

SOERBO LINE—Fortnightly sailings to and from Sandakan by two 4,000 ton steamers, "HIBANG" and "MAUSANG" (both steamers having excellent passenger accommodation, Cargo taken of through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato).

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Welhaven and Onslow.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about
Tuesday, 23rd Oct., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

TELEPHONE CENTRAL No. 215.

GENERAL MANAGER.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Des Hongkong	Vessel	Leaves Hongkong
"GLENAMOEY"	24th Oct.	"GLENLUCE"	22nd Oct. Genoa
"GLENARBY"	1st Nov.	"GLENLUCE"	1st Nov. Antwerp, Rotterdam & Hamburg
"GLENAPP"	15th Nov.	"GLENLUCE"	5th Nov. Genoa, London, Rotterdam & Hamburg
"GLENARTHUR"	25th Nov.	"GLENLUCE"	15th Nov. Genoa, London, Rotterdam & Hamburg
"GLENARA"	3rd Dec.	"GLENLUCE"	25th Nov. Genoa, London, Rotterdam & Hamburg

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 and 216, 15 and Central 206.

SHIPPING NEWS

ARRIVALS

October 18th.
 24 1st Tai, Chinese str., 434 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at Yuen Un wharf.—Kwang O S.S. Co.
 Niagpo, British str., 1,229 tons, Capt. L. Jenkins, from Saigon, with a general cargo, lying at Yuen Un wharf.—B. & S.
 Wakana Maru, Japanese str., 3,787 tons, Capt. K. Horikawa, from Singapore, with a general cargo, lying at Kowloon wharf.—N.Y.K.

October 17th.

Engler, Chinese str., from Canton, lying at buoy No. C39.
 Hanyu, British str., 1,350 tons, Capt. N. H. McNair, from Bangkok, with a general cargo, lying at buoy No. C39.—J. M. & Co.
 Hanyu, British str., 1,024 tons, Capt. A. MacKenzie, from Singapore, with a general cargo, lying at buoy No. A30.—Seng Seng Hong.
 Hydron, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chiu On wharf.—Chiu On S.S. Co.
 Kaijo Maru, Japanese str., 1,126 tons, Capt. F. Matsubara, from Keelung, with a general cargo, lying at O.S.K. wharf.—O.S.K.
 Katsuragi, British str., 503 tons, Capt. T. R. Nicol, from Swatow, with a general cargo, lying at buoy No. C38.—Luen Fat & Co.
 Katsuragi, British str., from Canton, lying at buoy No. B3.
 Kwangtung, British str., 1,370 tons, Capt. A. J. Scott, from Bangkok and Swatow, with a general cargo, lying at buoy No. B11.—B. & S.
 Munan Maru, Japanese str., 3,263 tons, Capt. Y. Watanabe, from Moji, with a general cargo, lying at Kowloon wharf.—N.Y.K.
 Sonyo, French str., from Canton, lying at Stonecutters.
 Taisaku Maru, Japanese str., 4,288 tons, Capt. D. Aoshima, from Singapore, with a general cargo, lying at Kowloon wharf.—N.Y.K.
 Togyo Maru, Japanese str., 2,272 tons, Capt. F. Mikuni, from Keelung, with a general cargo, lying at buoy No. B30.—M.B.K.
 Yatsushiro, British str., from Canton, lying at buoy No. C38.

CLEARANCES

October 17th.
 Ahpitai, for Kwang Chow Wan.
 Engler, for Foochow.
 Hydron, for Canton.
 Hanyu, for Swatow.
 Katsuragi, for Swatow.
 Katsuragi, for Singapore.
 Katsuragi, for Shanghai.
 Sonyo, for Haiphong.
 Taisaku Maru, for Shanghai.
 Taisaku Maru, for Shanghai.
 Taisaku Maru, for Portland.
 Taisaku Maru, for Tientsin.

PASSENGERS

ARRIVALS.
 Per s.s. Wakana Maru, on Oct. 16th, for Hongkong.—Mr. E. S. Moore.
 Per s.s. Hydron, on October 17th, for Hongkong.—Mrs. Mauchengshiff.
 Per P. & O. s.s. Soudan, on October 17th.—Mrs. G. Clark, Mr. and Mrs. E. H. Ryder, Mr. P. E. Beeson, Miss P. Jones, Mr. F. M. Elbery, Mr. and Mrs. T. Linn, Miss E. Yakeley, Mr. E. B. George, Mr. L. W. Hartmann, Miss E. Elbery, Miss A. Bayha, Dr. B. Jones, and Mr. H. Kikaboy.

SHIPPING MOVEMENTS

Silk forwarded from Hongkong by the Empress of Canada on September 22nd arrived in New York on October 13th, having been 21 days in transit.
 The R.M.S. Empress of Asia arrived at Kobe on October 16th, at 8 a.m., left at 5 p.m., and was due at Nagasaki on October 17th, at 2 p.m. She is due at Shanghai on October 18th, at 6 a.m., and will leave Shanghai on Saturday at 5 a.m.
 The P. & O. Co.'s s.s. Calcutta left Singapore for this port on the 14th inst., at 8 a.m., with the outward English Mails, and is due here to-day (Thursday), at about noon.
 The B.I. & A. s.s. Japan left Singapore for this port on the 14th inst., and is due here on the morning of the 20th inst.
 The s.s. Adolf von Beyer (Hugo Stienes line) will arrive here to-day at 4.5 p.m.
 The s.s. Agamemnon (Blue Funnel Line) left Port Said on the 10th inst. for Marseilles, Havre, Liverpool and Glasgow.
 The s.s. Antioch (Blue Funnel Line) left Port Said on the 11th inst. for Boston and New York.
 The s.s. Polyphemus (Blue Funnel Line) left Port Said on the 14th inst. for London, Amsterdam and Hamburg.
 The s.s. Lysion (Blue Funnel Line) left Port Said on the 14th inst. for London, Rotterdam and Hamburg.

VESSELS EXPECTED

Adolf von Beyer (Hugo Stienes), due today.
 Agamemnon (M.M.), due Nov. 7th.
 Antioch (Blue Funnel), due Oct. 19th.
 Agamemnon (T.K.K.), due 19th inst.
 Bakernfield (Admiral Oriental), due today.
 Benmore (Ben Line), due Nov. 1st.
 Benmore (Ben Line), due Oct. 20th.
 Empress of Asia, due Oct. 22nd, 8 a.m.
 Empress of Australia, due Oct. 31st.
 Glancus (Blue Funnel), due Oct. 24th.
 Helene (Blue Funnel), due Nov. 2nd.
 Porphyria (M.M.), due Oct. 24th.
 President Grant (Admiral Oriental), due Oct. 26th.
 Togyo Maru (T.K.K.), due this afternoon.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England
 via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec

From Hongkong	Due Vancouver	From Vancouver	Due Montreal
Empress Asia	Oct. 25	Nov. 12	Nov. 21
Empress Canada	Nov. 17	Dec. 3	Dec. 13
Empress Russia	Nov. 29	Dec. 17	Dec. 27
Empress Australia	Dec. 21	Jan. 9	Jan. 18
Empress Asia	Jan. 10	Jan. 28	Feb. 9
Empress Russia	Feb. 7	Feb. 25	Mar. 7
Empress Australia	Feb. 22	Mar. 12	Mar. 19
Empress Asia	Mar. 13	Mar. 31	Apr. 11

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GAGANPAO.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.
 £120 £112 £110
 First class throughout. Monoclass steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
 STEAMERS
 TENYO MARU 29,000 tons, Oct. 27th.
 KOREA MARU 30,000 tons, Nov. 5th.
 SHINYO MARU (calling at Manila and Keelung) 32,000 tons, Nov. 16th.
 SIBERIA MARU (calling at Dairen) 30,000 tons, Nov. 28th.

HONGKONG TO VALPARAISO
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARIKA AND IQUIQUE.
 THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS TONS. LEAVE HONGKONG
 ANYO MARU 18,700 October 30th.
 SEITO MARU 14,000 December 4th.
 RAKUYO MARU 18,500 January 15th.

JAPAN-HONGKONG-JAVA SERVICE.
 OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.
 STEAMER DESTINATION LEAVE HONGKONG
 PERISA MARU (Batavia, Samarang & Soerabaya) October 29th.
 NEW YORK LINE. (Freight only)
 VIA JAVA AND SUEZ.

STEAMER LEAVE HONGKONG
 MRYO MARU (calling at Philippine Islands) October 18th.
 For full information regarding Passengers, Freight & Sailings.
 Apply to: Y. TSUTSUMI, Manager.
 Agents at Canton: King's Building, Tel. No. C. 3374 & 3375.
 Messrs. T. E. GRIFFITH.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

Ship	Leave	Arrive
"PRESIDENT JEFFERSON"	Oct. 27th	Oct. 27th
"PRESIDENT GRANT"	Nov. 6th	Nov. 6th
"PRESIDENT MADISON"	Nov. 18th	Nov. 18th
"PRESIDENT McKINLEY"	Nov. 30th	Nov. 30th

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on Second Class on Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT GRANT" Oct. 23th.
 "PRESIDENT MADISON" Nov. 6th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

SS. "LEGAZPI" 1st Nov.
 SS. "C. LOPEZ Y LOPEZ" 19th Dec.
 For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
 SS. "LEGAZPI" 14th Oct.
 SS. "C. LOPEZ Y LOPEZ" 1st Dec.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Refreshments and Doctor carried.

For Freight and/or passage apply to—

BOTELHO BROS.
 Alexandre Building, Hongkong.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
 LOS ANGELES
 SALT LAKE
 CHICAGO
 NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
 GRAND CANYON
 FEATHER RIVER
 YELLOW STONE PARK
 NIAGARA FALLS.

HONGKONG—MANILA

HONGKONG—CALCUTTA

FREIGHT ONLY

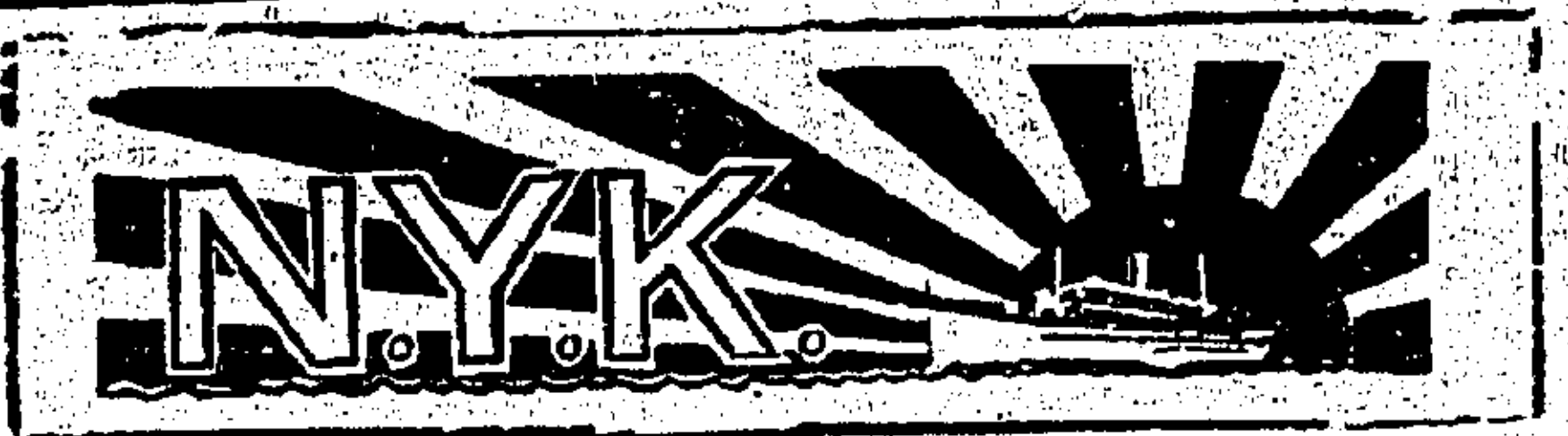
CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" Tel. 3332. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America: G. \$405, G. \$420, G. \$440.

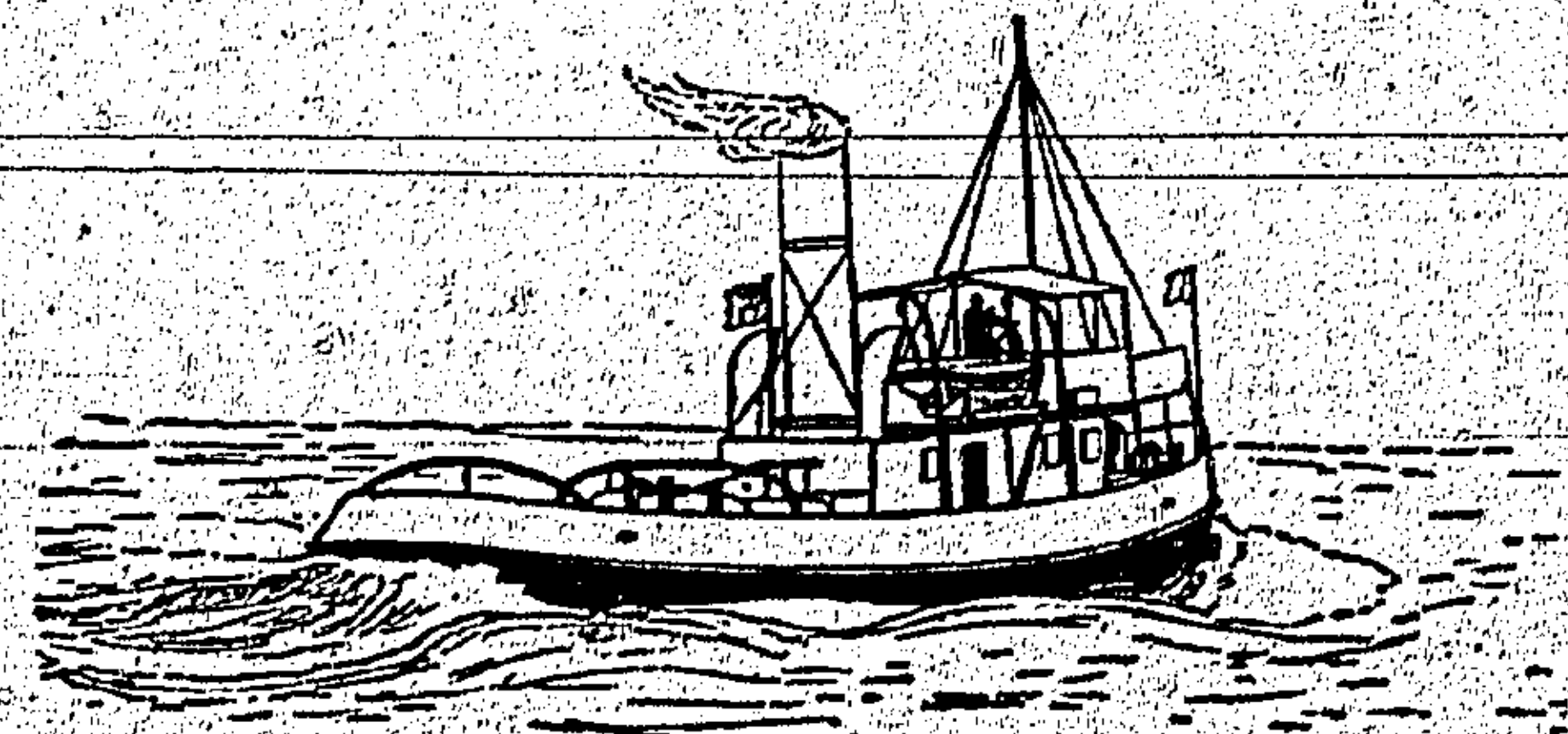
IYO MARU Sunday, 4th Nov., at 11 a.m.
 SHIDZUKA MARU Tuesday, 20th Nov.
 MARSHALL'S, LONDON & ANTWERP via Singapore, etc.
 HAKUSAN MARU (new steamer) Monday, 22nd Oct., at 4 p.m.
 KITANO MARU Thursday, 1st Nov., at 11 a.m.
 HAMBURG via LONDON & ROTTERDAM.
 MATSUMOTO MARU Sunday, 7th Nov.
 LIVERPOOL via MARSHALL'S & VALENCIA.
 LYONS MARU Wednesday, 31st Oct.
 SYDNEY & MELBOURNE via Manila, etc.
 YOSHINO MARU Friday, 19th Oct., at 11 a.m.
 MISHIMA MARU Friday, 2nd Nov., at 11 a.m.
 AKI MARU Wednesday, 14th Nov., at 11 a.m.
 NEW YORK & BOSTON via PANAMA.
 TAKETOYO MARU Thursday, 1st Nov.
 BURNOS AIBES via Singapore, Durban & Cape Town.
 KANAGAWA MARU (calling Delagoa Bay) Saturday, 27th Oct.
 BOMBAY via Singapore and Colombo.
 MALACA MARU Monday, 29th Oct.
 CALCUTTA via Singapore, Penang & Rangoon.
 MURORAN MARU Thursday, 18th Oct.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU Thursday, 15th Nov.
 SHANGHAI, KOBE & YOKOHAMA.
 WAKASA MARU Thursday, 18th Oct.
 TATSUNO MARU Thursday, 18th Oct.
 MORIOKA MARU Monday, 22nd Oct.
 KATORI MARU Tuesday, 23rd Oct.

For further information apply to—NIPPON YUSEN KAISHA
 Telephone: Central Nos. 293, 293 & 2423. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



OLD-TRIED STEAMER "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers, Founders and Constructional Engineers and Repairers.

WEATHER REPORT.

October 17th at 1900.—Changes of pressure are everywhere slight; the anticyclone probably continues to move slowly eastward. Fresh monsoon will continue over the Formosa Channel and the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, 17th October, 0.00 inch. Total since January 1st, 89.44 inches, against an average of 79.32 inches.

The forecast for the 24 hours ending at 18 hours, 18th Oct., is as follows:

Direction: N.E. winds. Fresh; fine.

Formosa Channel: N.E. winds. Fresh; fine.

Hongkong to Gap Rock: do.

South coast of China between Hongkong and Lamock: do.

South coast of China between Hongkong and Hainan: do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 17th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	30.12	30.11	30.10
Temperature	76	73	78
Humidity	73	63	50
Wind Direction	E	E	E
Force	4	5	5
Weather	c	c	c
Rain	0.04	0.00	0.00

Highest open-air Temperature on 16th ... 76

Lowest open-air Temperature on 17th ... 72

HONGKONG TIDE TABLE

From October 16th to 24th, 1923.

Days of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Thur.	18	5 m 31 s	6 ft 6 in	11 m 14 s	2 ft 4 in
Fri.	19	5 m 40 s	6 ft 4 in	10 m 21 s	2 ft 0 in
Sat.	20	5 m 56 s	6 ft 2 in	9 m 15 s	2 ft 4 in
Sun.	21	6 m 18 s	6 ft 0 in	8 m 08 s	2 ft 6 in
Mon.	22	6 m 45 s	5 ft 8 in	7 m 12 s	2 ft 8 in
Tues.	23	7 m 14 s	5 ft 6 in	6 m 10 s	2 ft 8 in
Wed.	24	7 m 45 s	5 ft 4 in	5 m 10 s	2 ft 8 in

VISITORS AT HOTELS

HONGKONG HOTELS.

Mr. B. T. D. Aitken
 Mr. E. B. Bell
 Mr. & Mrs. W. H. Bell
 Mr. A. M. Birchall
 Mrs. E. Blackburn
 Mr. A. Brown
 Mr. & Mrs. Q. W. Brown
 Mr. S. Bowen
 Mr. & Mrs. W. T. Bowen
 Mr. Norman W. Bowler
 Mrs. Brodie
 Mr. & Mrs. A. Brodie
 Mr. W. Brown
 Mr. P. H. Byers
 Madam Chan
 Mr. D. K. B. Crawford
 Mr. W. A. Cuddy
 Sir Hugh Dixon
 Mr. & Mrs. A. F. Donovan
 Mr. W. A. R. Douglas
 Mr. E. D. Fleming
 Mr. C. Foss
 Mr. L. Freeman
 Capt. F. C. G. Gairdner
 Mr. G. E. Gardner
 Mr. Gestrand
 Dr. H. E. Gill
 Mr. & Mrs. J. Gould
 Mrs. J. Gray
 Mr. K. E. Haessler
 Mr. & Mrs. A. F. Holder
 Capt. T. P. Hall
 Mr. A. Hampe
 Mr. John Scott Harston
 Mr. W. Hagg
 Mr. A. Jenkins
 Mr. E. Jones
 Miss Katzold
 Mr. A. Keating
 Mr. H. Koser
 Mr. A. Korwin
 Mrs. Lane, child
 Mr. & Mrs. Langston
 Mrs. C. Lauritsen
 Mr. J. Levy
 Mr. E. Lillie
 Mr. E. F. Mattingly
 Mr. W. J. McCafferty
 Mr. H. L. Mecklen
 Miss Middlehurst
 Mr. H. A. Yagle

Mr. & Mrs. H. Mollard
 Mr. C. H. Montague
 Mr. E. S. Moore
 Dr. J. Morrison
 Mr. G. Luder
 Mr. & Mrs. C. G. E. Nelson
 Mr. P. I. Newman
 Mrs. J. Nieuwenhuys
 Mr. J. W. Oliver
 Mr. G. Pottle
 Miss Pearce
 Mr. T. Pearson
 Mrs. S. Parry
 Mr. D. A. Panton
 Mr. D. A. Panton
 Mr. R. Prescott
 Capt. & Mrs. P. R. Purcell
 Sir John & Lady Handley
 Mr. & Mrs. C. K. van Riper
 Mr. J. Rosenfeld
 Mr. A. D. Ryan
 Mr. F. Schindler
 Mr. & Mrs. Schmidt
 Mr. & Mrs. H. L. Schultz
 Mr. E. Schweninger
 Miss C. B. Sleeper
 Mr. & Mrs. A. F. Smith
 Mr. F. Soane
 Mrs. W. H. Sparke
 Mr. W. van der Steen
 Mr. D. Russell
 Mrs. Thorndyke & mail
 Mr. R. H. Tompkins
 Mr. D. J. S. Toussaint
 Mr. J. W. Townley
 Mr. H. E. Townley
 Miss Turner
 Mr. G. Tasseau
 Mr. A. D. Tyler
 Miss F. Ulbrick
 Mrs. M. J. Ulmer
 Mr. W. M. Verner
 Mr. H. J. Wersckul
 Mr. A. Wilkinson
 Mr. & Mrs. H. L. Wilson

Miss Middlehurst

Mr. H. A. Yagle

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

Mr. & Mrs. E. Land

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PASSENGER SERVICE.

"CITY OF KARACHI"	4th December	Marseilles & London.
"CITY OF PARIS"	2nd January	Do.
"CITY OF CANTERBURY"	31st February	Do.
"CITY OF YORK"	30th March	Do.
"CITY OF CAIRO"	18th April	Do.

FARES TO LONDON.

SINGLE 1st Class "A" £ 92. "B" £ 64.	2nd Class "A" £ 62. "B" £ 58.
RETURN "A" £ 181. "B" £ 127.	"A" £ 108. "B" £ 98.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

or to
HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

'BLUE FUNNEL' LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

"ALCINOUS"	via Suez Canal	25th Oct.
"CITY OF ORAN"	via Suez Canal	5th Nov.
"TEUCER"	via Suez Canal	15th Nov.
"AJAX"	via Suez Canal	25th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Next Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	—	—	30th Oct.
ORILLI	—	—	14th Nov.
PORTHOS	21st Sept.	24th Oct.	22nd Nov.
ANGOR	5th Oct.	7th Nov.	11th Dec.
CHAMBORD	19th Oct.	22nd Nov.	25th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) £ 85. 0s. 0d.	B Class (1st Class) £ 85. 0s. 0d.
STEAMERS (2nd) £ 65. 0s. 0d.	STEAMERS (2nd) £ 65. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (OCEANO BOATS).

C. P. "LECOQ" loading for MANILA, ALEXANDRIA, ALGER, ORAN, CASABLANCA, HAYRE, ANTWERP & DUNKERQUE about 15th Oct.

Also through Bill of Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—
MESSAGERIES MARITIMES CO.,
3, Queen's Building,
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

SAIHONG	Capt. W. C. Passmore	Friday, 19th Oct., at 12 Noon.
SAIFONG	Capt. Ellis Walker	Tuesday, 23rd Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKAMARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14 PRUDER STREET, HONGKONG.

R. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KARNALA"	9,068	19th Oct. 4 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Suez, Gibeon, London & Ayr.
"CALEDONIA"	7,823	2nd Nov.	Same as above.
"NELORE"	6,853	8th Nov.	Same as above.
"SICILIA"	6,813	14th Nov.	Same as above.
"MALWA"	10,842	14th Nov.	Same as above.
"NYANZA"	7,023	24th Nov.	Same as above.
"KALYAN"	9,063	30th Nov.	Same as above.
"BOUDHA"	6,896	13th Dec.	Same as above.
"DEVANHA"	8,092	14th Dec.	Same as above.
"KAISAR-I-HIND"	11,430	25th Dec.	Same as above.

1924.

"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.)
"CALEDONIA"	11,039	25th Jan.	do.
"KARNALA"	8,840	8th Feb.	do.
"MOBEA"	10,911	22nd Feb.	do.
"KARNALA"	8,098	7th March	do.
"NADIRA"	15,893	31st March	do.
"DELTA"	8,097	4th April	do.
"CHINA"	7,852	18th April	do.
"KALYAN"	9,063	2nd May	do.
"KARNALA"	8,880	16th May	do.

BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	4th Nov.	Singapore, Penang & Calcutta.
-----------	-------	----------	-------------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	2nd Nov.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)
"EASTERN"	4,000	1st Dec.	do.
"ARAFURA"	5,000	8th Jan.	do.

For further particulars from Australia with the following—
The P. & O. Royal Mail Steamers to London via New Zealand, Vancouver, The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"CALEDONIA"	7,823	19th Oct. D.L. Shanghai.
"JAPAN"	6,052	21st Oct. Amoy, Shanghai & Kobe.
"NYANZA"	7,023	25th Oct. Shanghai, Moji & Kobe.
"SICILIA"	6,813	2nd Nov. Shanghai.
"DEVANHA"	8,092	3rd Nov. Shanghai, Moji & Kobe.
"EASTERN"	4,000	6th Nov. Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by E.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets.

All Cabins are fitted with Electric Fans free of charge.

Parcels—Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passages, Freight, Handbooks, etc., apply to—
MACKINSON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "SLAVIC PRINCE"	—	on 4th November.
S.S. "EASTERN PRINCE"	—	on 25th November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain)
Telephone: Central 5164
Telegrams (Furness) [21]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

"PARIS MARU" ... Tuesday, 23rd Oct.

"LONDON MARU" ... Saturday, 3rd Nov.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

"CANADA MARU" (Call at Montevideo) ... Friday, 2nd Nov.

BOMBAY via Singapore and Colombo

"HIMALAYA MARU" ... Saturday, 20th Oct.

SAIGON, BANGKOK & SINGAPORE

"BUSHO MARU" ... Wednesday, 24th Oct.

CALCUTTA via Singapore & Rangoon

"MALAY MARU" ... Thursday, 1st Nov.

VICTORIA, BEATTLE, TAOOMA & VANCOUVER—via Shanghai and Japan Ports

"MANILA MARU" ... Monday, 22nd Oct.

"ALABAMA MARU" ... Friday, 19th Oct.

NEW YORK via Japan Ports, San Francisco and Panama

"HAYANA MARU" ... Wednesday, 21st Nov.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya

"AMUR MARU" (Calls at Shanghai) ... Beginning of Nov.

REELUNG via SWATOW & AMOY

"KAIJO MARU" ... Thursday, 25th Oct.

TAKAO via SWATOW & AMOY

"KOSHU MARU" ... Sunday, 21st Oct. 10 a.m.

TAKAO & REELUNG

"SAYAMA MARU" ... Sunday, 28th Oct. 10 a.m.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA,
K. SHIMA, Manager.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SWATOW & SHANGHAI	"KANGHONG"	On 18th Oct. 10 a.m.
SHANGHAI, TIENTSIN & NEWHONGWANG	"HUPEH"	On 19th Oct. D.L.
SHANGHAI	"SOOCHOW"	On 20th Oct. D.L.
HOHHOW & RANGKOK	"LINAN"	On 20th Oct. 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 20th Oct. 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"KANGHONG"	On 21st Oct. 10 a.m.
AMOY & SHANGHAI	"SUNNING"	On 21st Oct. D.L.
NEWCHOWWANG	"NINGPO"	On 23rd Oct. D.L.
SWATOW & RANGKOK	"KWANGTUNG"	On 23rd Oct. D.L.
MANILA	"TEAN"	On 23rd Oct. 10 a.m.
SWATOW & SHANGHAI	"LUCHOW"	On 24th Oct. 4 p.m.
HOHHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 24th Oct. 10 a.m.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 25th Oct. 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 27th Oct. D.L.
SWATOW & SHANGHAI	"SZECHUAN"	On 28th Oct. 10 a.m.

SHANGHAI LINE—Excellent Silesia accommodation facilities, with Electric Light fitted. Regular service four times weekly between Canton, Hongkong, Tientsin (via Amoy), Shanghai (via Swatow) and extending to Peking, Tientsin, etc. Cargo taken on through Bill of Lading to all Far East and North China ports. Passengers for Shanghai do not require to tranship at Whampoa.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents.
CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	A. to Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Tulu, Is. & Aust. Ports
"CHANGSEA"	—	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—
BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.) Agents.
Telephone Central No. 38.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

"SIBUGA" ... sailing on or about 2nd Oct.

"BOLTON CASTLE" ... sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 266.

FOR SHANGHAI YOKOHAMA & KOBE

"FIUME" ... sailing on or about 2nd Nov.

"DUCHESSE D'AOSTA" ... sailing on or about 2nd Dec.

FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

"VENETIA" ... sailing on or about 2nd Nov.

"FIUME" ... sailing on or about 2nd Dec.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

"UMYOTI" ... sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

This Steamer carries freight only.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED.
Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Mura" ... Due Hongkong 31st Oct.

U.S.S. "West Cactus" ... Leave Hongkong 1st Nov.

U.S.S. "West Cactus" ... Due Hongkong 6th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WESTERN SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S. "West Ivan" ... Due Hongkong 32nd Oct.

U.S.S. "West Ivan" ... Leave Hongkong 23rd Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P. I. PORTS.

U.S.S. "West Sequoia" ... Due Hongkong 16th Nov.

U.S.S. "West Sequoia" ... Leave Hongkong 19th Nov.

For Full Information Apply to—
STRUTHERS AND BARRY.
L. SYRETT,
General Agent for
JAPAN-CHINA-PHILIPPINES
INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building,
Phone Central No. 5316.
H. E. CASE, Re. Agent.

